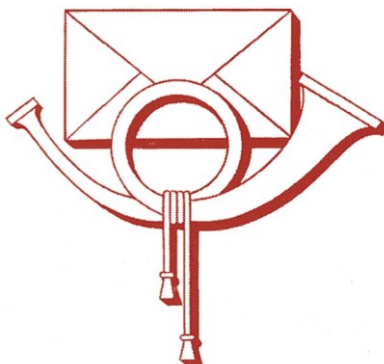


# Postal History Journal



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**Editors:** Diane DeBlois & Robert Dalton Harris, P.O. Box 477, West Sand Lake NY 12196, U.S.A. <agatherin@yahoo.com>

**Editorial Board:** Yamil H. Kouri, Roger P. Quinby, Stephen S. Washburne, with **U.S. Associate Editor** Kenneth Grant, E11960 Kessler Rd., Baraboo WI 53913 <kenneth.grant@uwc.edu>

**Foreign Associate Editor** Rob Faux, P.O. Box 121, Tripoli IA 50676 <gff@genuinefauxfarm.com>.

CONTENTS copyright 2019

## RESEARCH FEATURES

COVER ILLUSTRATION	46
DAVID BRADFORD: From WHISKEY REBELLION to the LOUISIANA PURCHASE by James S. Leonardo	2
FLYING the FLAG: U.S. HAND APPLIED CANCELLATIONS by Larry Haller	17
TAKING it to the BANK: European Letter Mail to Amsterdam Prior to the General Postal Union by Rob Faux	31

## REVIEWS & COMMENTARY

AMERICAN POSTAL HISTORY in OTHER JOURNALS by Ken Grant	47
FOREIGN POSTAL HISTORY in OTHER JOURNALS by Rob Faux	57
PRIVATE EXPRESSES (Catalog)	56

## SOCIETY FORUM

PRESIDENT'S MESSAGE, Yamil Kouri	64
POSTAL HISTORY SOCIETY OFFICERS and BOARD of DIRECTORS	55
"Barrow-Man" cover update	16

Advertising Rates	64
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## **David Bradford: From Whiskey Rebellion to the Louisiana Purchase**

**by James S. Leonardo**

*Editors' Introduction:* The following article appeared in *Manuscripts*, the quarterly journal of The Manuscript Society (Vol. 70, No. 4, Fall 2018, pages 283-304) and is reprinted with permission. Mr. Leonardo's work is an excellent example of how much postal history can be researched in manuscript archives, particularly collections of correspondence, whether held privately or in institutions. We feel that the synergy between our two collecting groups should be more celebrated.

Mr. Leonardo adds to our understanding of mail carried on the Natchez Trace, including an analysis of time in transit for David Bradford's letters. David Redick did not docket any of his Bradford letters, but internal information from the letter of November 7, 1804 with a Fort Adams postmark of November 23 (see Figure 6) reveal that it was 42 days in transit to Pittsburgh and probably another day to Washington, Pennsylvania, for a total of 43 days, but subtract perhaps two days for miscarriage to Washington, Mississippi Territory, giving a total of 41 days for south-to-north transmission if no mistake was made. In reviewing the beginning text of Bradford's letters to Redick (where he usually mentions Redick's latest letter and when received) Mr. Leonardo discerns an average north-to-south carriage time of 45 days from date of mailing to time received by Bradford. The time of year, and weather, perhaps played a part as transit varied from 34 to 63 days.

Anyone who has read the story of the early American Republic knows of the 1791-1794 Whiskey Rebellion. It was the first crisis facing the new nation in the form of whiskey distillers in Western Pennsylvania refusing to pay the federal excise tax on their product, a tax imposed to help pay the debt incurred during the Revolutionary War. By 1794 the acknowledged leader of the rebellion was David Bradford (1761-1808), a native of Maryland, who came to Washington County, Pennsylvania in 1782. Bradford was a brilliant lawyer who quickly established a successful practice and was, in 1783, appointed deputy attorney-general for Washington County. In 1788 Bradford built the first stone house in the town of Washington, Pennsylvania, where the 1790 census records him as living with his wife, six children, and two slaves. Bradford became active in political affairs and by 1791 was increasingly absorbed in the protest against the whiskey tax, which resisters believed represented taxation without representation.

Those who have visited Bradford's still-standing house in Washington, Pennsylvania (declared a National Historic Landmark in 1983), know of Bradford's October 1794 avoidance of arrest by George Washington's army by leav-

ing his family behind and fleeing from Pittsburgh down the Ohio River, a move which prompted a New York City newspaper, after discussing the return of federal agents sent against the whiskey rebels, to comment: "...Times have taken a rapid change since the period above mentioned. At that time a nod from David Bradford was sufficient to destroy a man or his property – he now, from the latest accounts, is wandering on the banks of the Ohio, with only a single domestic. How are the mighty fallen."<sup>1</sup> Bradford continued on down the Ohio and Mississippi rivers to Bayou Sara in Spanish West Florida (now St. Francisville, Louisiana) where he secured a Spanish land grant from Governor Carondelet and built a large house atop an Indian mound which he called "Laurel Grove." Visitors to either Bradford's Washington, Pennsylvania house or to Bradford's St. Francisville house (now called "The Myrtles" and operating as a bed and breakfast) probably also know that in appreciation for Bradford's help given to Andrew Ellicott in his 1797-1798 work of running the southern boundary line between Mississippi Territory and Spanish West Florida (now Louisiana), President John Adams on March 9, 1799, pardoned Bradford for his part in the Whiskey Rebellion.<sup>2</sup>

For the "rest of the story" historians must turn to the little-known 1798-1805 David Bradford correspondence with his lawyer friend David Redick back in Washington, Pennsylvania.<sup>3</sup> Typescripts of 24 letters of this correspondence were, in February 1948, loaned to Louisiana State University by Earle R. Forrest, a reporter for the *Washington (Pennsylvania) Reporter* acting on behalf of Lawrence Bailey, who at the time wanted to sell the letters.<sup>4</sup> Forrest, who made the typescript copies that he loaned to LSU, gave LSU permission to make their own typescript copies of the letters, which they did March-April 1948. In 1986 LSU produced a microfilm version of the typescript letters, which can be borrowed through interlibrary loan, and at about the same time the original letters (including two unknown to LSU) were released to the market via Miami postal history dealer David G. Phillips. At the time the author was very close to Phillips, working as senior editor of *The American Stampless Cover Catalog*, which Phillips published. I fell in love with the Bradford correspondence and was lucky enough to be able to purchase nine of these original letters (1799-1805), two from Phillips's public auction of May 15, 1987, and the rest by "private treaty" from Phillips. I chose each letter for its content, for together the letters tell a fascinating story through the eyes of one of the few Anglo-Americans on the scene throughout the turbulent period of Spanish-French-American intrigue leading up to the Louisiana Purchase of 1803.

Bradford's pardon by President Adams allowed him to finally bring his family from Western Pennsylvania to join him at Bayou Sara, but in early 1800 he found it necessary to return to Washington, Pennsylvania, to settle his business, including the sale of his house.<sup>5</sup> Later, Bradford, in telling Redick of his safe return from this trip down the Ohio and Mississippi rivers, said:

...I did not touch land after I entered the Mississippi but 3 times – at the Chicasaw Bluffs [Ft. Pickering, Memphis] where I found Capt. Sparks in command, Lans la Gross [i.e. L' Anse á la Graise, or New Madrid] & Natchez. On my arrival [home] I found my family well & my Plantation affairs better conducted than if I had been at home. Mrs. B. has acquired high reputation as a cotton planter...Genl Wilkinson has arrived some time since at the Heights [i.e. Loftus Heights or Ft. Adams, Miss. Terr.]. Govr. Clayborn has arrived also in his Govt. [Miss. Terr.]<sup>6</sup>

By the summer of 1802 rumors had reached Louisiana of the secret October 1, 1800 Treaty of San Ildefonso by which Spain ceded Louisiana back to France but Bradford took it all in stride, telling Redick:

...It is said we are to be given over to the Republic of France. It is an old story. We know nothing about it with certainty. It is also said that your Republic is in treaty by way of purchase for our possessions. We are in doubt, but we think we will still be happy....<sup>7</sup>

By early 1803 word had also reached Bradford of Negro resistance and yellow fever having thwarted the French attempt to subjugate Santo Domingo for use as a staging area for troops to be sent to Louisiana. In updating his friend David Redick on the situation, Bradford on February 9, 1803 wrote:

No longer [do] doubts exist that we are to be transferred to the French. When they may come to take possession of the Country we do not know. It is generally supposed they will not come very shortly. Their West Indies concerns do not seem to be in a posture to admit of their sending their troops across the Gulf to our shore.... If the French should come in this spring, which is not expected by the most intelligent, it [flour] would perhaps be a good price, were they to bring troops... But I can discover no reason for there being any number of troops except to man the garrison – All will be given up peaceably. The Spanish troops will depart & the French will take possession. I do not see that the change of Masters will operate a change in Markets... Our [Spanish] sovereign Lord the Intendant thot proper to shut [the port of New Orleans] against your Republic contrary to the treaty we had made with you. This act was reproached by us all. Gen. Wilkinson sent down two officers some days ago – I presume with a love letter to him on the subject. One of them called on me on his return. The Intendant avowed that he shut the Port without any order from court, but that he was answerable if any thing was wrong.... However at the solicitation of your Republic he would condissend to open the Port for Provisions only – A damned piece of arrogance, ostentation & Impudence!... (see Figure 1)<sup>8</sup>

Little did Bradford realize in February 1803, that it was precisely because of repeated Spanish threats to revoke the rights of deposit (close port of New Orleans to American commerce) that Thomas Jefferson, in January 1803, sent



Figure 1. Prior to the establishment of the Natchez post office in the fall of 1799 (operational by January 1800), Bradford and earlier British residents of West Florida could only communicate with East Coast friends by sending letters to New Orleans to be placed aboard ships heading for East Coast ports. There the letters were deposited into the mail, usually with New York postmarks. The establishment of the Natchez post office provided a much faster means of overland communication, up the Natchez Trace to Nashville where letters entered mainstream U.S. postal routes. The above cover, which carried David Bradford's letter of February 9, 1803, is one of the very few early manuscript Natchez postmarks which include a year date. Courtesy of the author.

James Monroe to join Robert Livingston in Paris for an all-out effort to purchase the city of New Orleans from France before Napoleon might move to entirely close the Mississippi River to the Americans.

The negotiations of February – March 1803 seemed to go nowhere until Livingston finally played his trump card: a possible rapprochement with France's enemy Great Britain, and on April 11, 1803 (just days before Monroe's arrival) Livingston was dumbfounded when Napoleon offered to sell to the United States not only the city of New Orleans but the whole of Louisiana! Livingston and Monroe exceeded their authority by accepting the offer and the treaty was signed May 2, 1803. News of the treaty did not reach Washington until July 14, 1803, so Bradford must be excused for his ignorance of these affairs when he wrote Redick on July 2, 1803:

...The French Captain Genl. has not yet arrived in New Orleans. The Perfect [Gov. Pierre Laussat] arrived some time ago. Where I live it is said will belong to Spain vis. from Iberville up to the Limits...<sup>9</sup>

When word of the Louisiana Purchase treaty did reach Bayou Sara, Bradford was qualifiedly jubilant, asking Redick on October 15, 1803 (see Figure 2):

...Has Monroe purchased us [Spanish West Florida] from the Spaniards? His purchase from France of New Orleans & Louisiana was a great speculation – its value is incalculable...<sup>10</sup>

Only one problem remained to be solved before French Colonial Governor Pierre Clément Laussat in New Orleans could conduct a formal transfer of Louisiana to the United States. In order to be reassured as to the authenticity of the treaty, Laussat needed to see official documents from France! Complicating matters was the fact that Great Britain had declared war against France in May 1803, and her navy was making the Atlantic crossing hazardous and was also monitoring Caribbean and Gulf ports.

It is not known just how the needed documents made the Atlantic crossing to the hands of Louis André Pichon, the French chargé d'affaires in Washington, but lacking any evidence to the contrary there remains a distinct possibility that the documents were carried across by the courier picked in France to carry the same documents from Washington to New Orleans. He was French Army Lieutenant Pierre Landais, who had previously served in the U.S. Army December 19, 1796 – June 1, 1802, as a lieutenant in 1st Regiment of Artillery & Engineers.<sup>11</sup> Landais made his way from France to Haiti, probably on a French war ship, and then, on September 1, 1803, departed Cape Francois (where the British were blockading the port and allowing no Americans to go in) on the schooner *Maria* bound for Baltimore. The *Maria* was boarded by the British when she came out but treated politely, and she reached Baltimore the evening of September 10, 1803.<sup>12</sup>

When Landais reached Washington and conferred with Pichon, it was decided that Landais should have a knowledgeable American escort on his cross-country trek to New Orleans. The person chosen was Washington, D.C., news-

paper publisher James Lyon, the son of U.S. Representative Matthew Lyon, who then lived in Eddyville, Kentucky, near the mouth of the Cumberland River.<sup>13</sup> Landais then seems to have been sent back to Baltimore to visit friends, with the understanding that he would start back to Washington October 13, to start his epic journey.

Secretary of State James Madison on October 12, 1803, wrote to American merchant Daniel Clark in New Orleans introducing Landais and his escort Mr. Lyon, and on October 14, 1803 Pinchon wrote to French Governor Laussat in New Orleans saying he had provided travel funds to courier Pierre Landais, who was accompanied by James Lyon, and that either or both men were to act as return couriers. He also said that Landais was to give an accounting of his expenses, and told Laussat that the Americans planned to establish a relay to carry express mail during the transfer proceedings, a service Laussat might wish to take advantage of via William Claiborne (the newly appointed U.S. Governor of the Territory of Orleans).<sup>14</sup>

On October 13, 1803, Landais said goodbye to his friends in Baltimore (where he had been in command of Fort McHenry in 1798) and traveled to the home of Louis André Pichon in Georgetown, D.C., where Pichon entrusted to him the following critical documents:

1. An order from the king of Spain to his captain general of Louisiana to surrender the colony to France.
2. An authorization to first consul empowering his representative to receive the colony.
3. An announcement from Denis Decrès [French minister of the navy and the colonies in Paris] to the commandant of the Spanish forces in Louisiana naming the first consul's representative.
4. Instructions from Decrès about how the colony was to be received.
5. A copy of Decrès's instruction to Pichon.
6. A copy of the full powers from the first consul to Laussat to transfer Louisiana to the U.S. commissioners.
7. A copy of Decrès's instructions relative to the transfer.<sup>15</sup>

Leaving Georgetown, Landais and his escort crossed the Potomac and spent the night in Fairfax County, Virginia. Since time was a critical factor, Landais and Lyon chose the most direct and fastest route to New Orleans — the 1,425-mile overland ride by horseback, following the post route south. They passed through Dumfries, Virginia, on October 15, then continued on through Fredericksburg, Charlottesville, Lynchburgh, and Salem to Abingdon, where they crossed the mountains to Rogersville, Tennessee. Then they continued through the Cherokee Nation to Knoxville and Nashville, where they arrived November 1 and rested a day, allowing Lyon to replenish their dwindling provisions. From

Nashville they headed southwest on the Natchez Trace through Chickasaw country, slept two nights in the woods, and reached Bayou Pierre November 15.<sup>16</sup>

On November 17 they reached Governor Claibourne's house at Washington, Mississippi Territory, and that night slept in Natchez, a town Landais found impressive because of its heavy commerce with New Orleans. And it was at Natchez that Landais and Lyon seemed to have received the only press coverage of their journey: "NATCHES, November 21. On Saturday last [Nov. 17], Major Landais, an officer in The French service, (formerly of the 1<sup>st</sup> Regiment of Artillerists and Engineers of the United States) passed thro' this city, express, with dispatches from the French government for M. Laussat, Colonial Perfect, at New-Orleans."<sup>17</sup>

They left Natchez November 19 and the next day lunched at Fort Adams with Major Decius Wadsworth, Captain William Cooper, and Lieutenant George Ross.<sup>18</sup> David Bradford's home on Bayou Sara was only about 25 miles south of Fort Adams and it is not at all surprising that Landais and Lyon stopped there the next day. American army officers stationed at Fort Adams were accustomed to stopping at Bradford's house on their return from New Orleans. Zadok Cramer's fourth edition of his *The Ohio and Mississippi Navigator* (Pittsburgh: 1804) even as much as advertised Bradford's as a friendly spot to stop when it said, on page 54: "BAYOU SARA, this stream is on the east side, and about 9 miles up it, is a fine settlement, in which resides David Bradford, Esq. formerly of Washington co. Penn."<sup>19</sup>

It was the arrival of Landais and Lyon at Bradford's house on November 21, 1803, that gave Bradford his bit part in the Louisiana Purchase transfer process. In his journal entry for that day, Landais recorded that they had lunch with "Judge Bradford" and in payment Landais left his saddled horse which was too fatigued to complete the journey to New Orleans. Landais also said that in the course of their conversation Bradford told of his continued fame as the leader of the "Wiskey Boys," who Congress had labeled as traitors for their refusal to pay the tax established on liquor. Bradford also pressed Landais on the question of whether Bradford's part of Spanish West Florida might be included in the territory soon to be transferred to the United States. Landais gave Bradford a noncommittal answer (probably not knowing himself) and took his leave.<sup>20</sup> The next day Bradford seemed to relish resuming his letter to his friend David Redick back in Washington, Pennsylvania, with the news:

...The hour of the Post passing is come. I must close this Epistle, but must passionetly tell you that Mr. R. [sic] Lyon of your Federal City alias Washington, called upon me yesterday on his way to N. Orleans charged with some communications he was not at liberty to divulge. The old fellow Col. Time will tell us all about it shortly. Is not Jeffersons communication to the two Branches of the Legislature a masterly thing?....<sup>21</sup> (See Figure 2 for cover of the letter.)



Figure 2. This cover with manuscript Natches postmark of Nov. 25 [1803] carried David Bradford's letter written November 12-[22], 1803 and represents the only recorded west-to-east piece of mail carried by the short-lived (November 1803 – January 1804) U.S. government express service put in place to help report to U.S. officials any glitches that might arise in the Louisiana Purchase transfer process. See endnote 21 for additional information. Courtesy of the author.

Landais and Lyon reached Baton Rouge November 22, where they met with a Mr. Beauregard, a captain in Spanish service, and continued on to New Orleans where they reported to Laussat the evening of November 25, 1803.<sup>22</sup> The arrival of the important papers that Landais carried paved the way for the November 30 Spanish transfer of Louisiana to France and France's transfer of

same to the United States, on December 20, 1803, in a ceremony in the Plaza de Armas (now Jackson Square) in New Orleans.

On January 14, 1804, Laussat provided Pierre Landais 500 francs for his passage home, and 1,200 francs for his “speed and perseverance,” but the author has been unable to learn anything of Landais’s subsequent career.<sup>23</sup> Pierre Clément Laussat himself, when he departed New Orleans in April 1804 for Martinique (where he was to be prefect), feared capture by a British ship so he sailed on board an American merchant ship with false papers identifying him as a naturalized American citizen named Peter Lanthois.<sup>24</sup> James Lyon stayed on in New Orleans long enough to not only establish the first English-language newspaper there but to also arrange for a profitable trade in commodities (see endnote 13). David Bradford’s only concern after the transfer continued to center on the fact that his part of Louisiana (north of New Orleans on east side of Mississippi River) did not seem to be a part of the new purchase, but might remain a part of “Spanish West Florida.” On November 7, 1804, Bradford wrote Redick:

...Whether West Florida was included in the cession of Spain to France is the question of the day. I have lately seen (to speak in Congressional language) a luminous publication on this subject inserted in our Gazette taken from the National Intelligencer.... (See Figure 3.)<sup>25</sup>

But the treaty did bring immediate benefits to Bradford in the form of increased commerce to New Orleans and the introduction of the American legal system to that city, all of which offered Bradford the inducement to resume his legal practice. As he explained it to Redick:

...I am almost tempted to remove from this place, which is still held by the Spanish Government, to the City of New Orleans to engage in the bustle of the Bar. My hopes that this part of the country will soon fall into the hands of the American Government has induced me to wait the Event which I hope will soon take place. If it continues to be Spain, I shall instantly make up my mind & remove to Natchez or N. Orleans...<sup>26</sup>

In March 1805 Bradford did move to New Orleans and succeeded in being admitted to practice in the Superior Court of the newly established Orleans Territory, though a bad bout of dysentery laid him low for an extended period of time.<sup>27</sup>

David Bradford did not live long enough to see American control of Spanish West Florida as it didn’t come until the local revolt of September – December 1810, and Bradford died in New Orleans in early 1808.<sup>28</sup> The postscript to the Bradford story is that, upon Bradford’s death, his widow Elizabeth continued running his plantation until 1817 when she handed over the management to her son-in-law Clarke Woodruff, one of Bradford’s former law students. The 1820 census shows Elizabeth and almost all of her children (five born in Louisiana) still living in Feliciana Parish, Louisiana.



Figure 3. This cover, with faint manuscript Fort Adams / Nov 23 [1804] postmark at upper left, carried David Bradford's letter of November 7, 1804 and is considered the greatest Natchez Trace cover recorded as it bears not only the point-of-origin postmark, where it entered the Trace at its southern terminus, but also the hand stamped NASHVILLE, T. Dec. 11 [1804] transit postmark where it exited the Trace at its northern terminus, as well as the transit postmark PITTSB. PA. / JAN 4 [1805] applied near its destination. The manuscript "Missent" written to left of the address probably indicates that the letter was first sent by mistake to the small town of Washington, Mississippi Territory, just east of Natchez. Courtesy of the author.

Elizabeth Bradford died on September 9, 1831, at the home of a daughter in St. Francisville. A son, David Bradford, Jr., on November 6, 1820, married Jefferson Davis' sister Amanda Jane in Wilkinson County, Mississippi. David was killed March 13, 1844, at Richmond, Louisiana, in an altercation with John T. Mason, Bradford being hit with the shot of a fowling piece, and Mason only slightly wounded by a pistol shot to his arm.<sup>29</sup> David Bradford, Jr.'s widow Amanda and her children soon after went to live with her brother, Joseph Davis, at his "Hurricane" plantation home, adjoining Jefferson Davis's "Brierfield" plantation, on Davis Island in the Mississippi River, 20 miles southwest of Vicksburg.<sup>30</sup>

### Endnotes

<sup>1</sup> *The Daily Advertiser* (New York City), November 18, 1794, p. 3.

<sup>2</sup> In 1834 Bradford's son-in-law, Clarke Woodruff, sold Bradford's house to Ruffin Gray Stirling who undertook extensive remodeling and changed its name to "The Myrtles." The *Wall Street Journal* of October 31, 1984, carried a front-page article by Bryan Burrough proclaiming "The Myrtles" one of the most haunted houses in America. As for a pardon, during the intervening years of 1794-1798, Elizabeth Bradford was far from inactive in the campaign to remove the criminal status from her husband's head. She datelined no less than four letters from Washington, Pa., to President George Washington (December 10, 1794; September 10, 1795; December 10, 1795; and January 22, 1796) arguing that her husband had complied with the government's requests and had been too severely dealt with. In her first letter, December 10, 1794, she said of her husband: "...his heart I am sure was pure...the inquisitive of the intelligent part of the Army who has been in the country must have learnt from all unprejudiced person that Mr. Bradford signed the Amnesty on the day appointed by the Commissioners...[His flight] was by no means with a view of flying from Justice, for he expected that he had answered every demand of Government by his submission...my wish & request is that the president would be pleased to furnish me with a passport or protection for him to go to Philadelphia in order to submit himself to the laws of his country..." A filing note on Elizabeth's second letter, September 10, 1795, goes a long way in explaining why Elizabeth Bradford's letter-writing campaign to exonerate her husband came to naught. Someone wrote on the reverse of this letter: "It seems proper to return no answer. Mrs B.'s information of the conduct of her husband differs widely from that given by Judge Peters." For the full text of all four of Elizabeth Bradford's letters to President Washington see the National Archives' "Founders Online" website at <https://founders.archives.gov/documents/Washington/05-17-02-0172>. For many years, historians of the Whiskey Rebellion cast serious doubts on David Bradford's rumored pardon but in early 1953 Frank J. Nivert discovered the Adams pardon in the file of presidential pardons at the National Archives. See Earle R. Forrest, "David Bradford Did Receive Pardon from President Adams," in the *Washington (Pennsylvania) Reporter*, April 30, 1953.

<sup>3</sup> David Redick (1750-1805) was born in Ireland and at a young age migrated with his family to Lancaster Co., Pa. He received a good education, was trained as a surveyor, and studied law at Carlisle, Pa. During the Revolutionary War he was appointed a commissary in a Cumberland County battalion, married his cousin Ann Hoge in 1780, and in 1782 removed to the Chartiers Valley in Western Pennsylvania, where he helped to lay out and plan Bassett Town, which was soon named Washington, Pa. Redick purchased a lot on the town's main street and lived there until his death. In 1786 he was elected to represent Washington County on the Supreme Executive Council of Pa., and in 1788 became the first state-wide officer from Pennsylvania's western frontier when he was elected Vice President (Lieutenant Governor) of the state. Redick served

in Pennsylvania's Constitutional Convention of 1789-90, and in 1792 was appointed to survey the ten islands in the Ohio and Allegheny rivers, work which led to his own interest and investment in Ohio Country lands near Chillicothe. In 1791 his friend Gov. Mifflin appointed him prothonotary and clerk of courts of Washington County, an office he held August 17, 1791-January 11, 1803. He also held the office of treasurer of the county 1795-1801. During the Whiskey Rebellion, Redick took a prominent part – not on the side of the rebels, but in defense of law, order, and the constitution. Redick and William Findley were appointed commissioners to ride out and meet with Washington and his army to explain the state of affairs in the western counties, and to assure the president of the submission of those who had been insurgents. He and Findley presented the rebels' surrender document to President Washington and Alexander Hamilton in Carlisle, Pa., in October 1794. David Redick died at Washington, Pa., September 28, 1805, and was buried with Masonic honors in the Old Washington cemetery in downtown Washington, Pa.

<sup>4</sup> Faye Phillips (Hill Memorial Library, Louisiana State University) to the author, June 27, 1989, and V.L. Bedsole in his preface to LSU's typescript collection of the Bradford-Redick letters, dated April 23, 1948. Earl R. Forrest (1883-1969) was a writer and historian who was born in Washington, Pa. and as a young man made an extensive collection of bird eggs of Washington County. He spent most of his adult career as a court house reporter for newspapers in Washington, Pa., and in 1926 published *A History of Washington County, Pa.* He also had an interest in all things related to the Old West, photographing its remnants in western states and publishing fiction and non-fiction works related to the southwest. When Forrest, in 1946, wrote an introduction to the typescript copies he had made of the Bradford-Redick letters in the hands of his friend Lawrence Bailey, he said Bailey, a collector, "did not remember from whom he obtained them." Forrest, however, speculated that the correspondence had come from the great number of letters in the Quail estate, found in the attic of the old Quail house on the Hill Church Road, in North Strabane Township, Pa. See page 1 of Earl R. Forrest's introduction to his typescript copies of the Bradford-Redick letters, reproduced in LSU's microfilm edition of their typescripts of these letters. It was Lane Blackburn, Jr. who consigned the Bradford letters to David G. Phillips in the mid 1980s.

<sup>5</sup> It was not until May 4, 1803, that David Bradford and his wife Elizabeth were able to convey legal title to their Washington, Pa., house (which cost \$4,250 to build) to Archibald Kerr for \$2,280. See typescript note of Earl R. Forrest at bottom of LSU's typescript copy of Bradford's letter of Feb. 9, 1803 to David Redick, held by Hill Memorial Library, Louisiana State University.

<sup>6</sup> David Bradford to David Redick, datelined "Louisiana, Bayou Sarah, Nov. 30, 1801," with NEW YORK clam shell postmark of Jan. 22 [1802] and manuscript "60" rate. Author's collection, private treaty purchase from David G. Phillips. Although the Natchez post office was established November 29, 1799, and was probably operational by the spring of 1800, Bradford was either unaware of it being the closest U.S. post office, or he just found it easier to trust his letter to someone heading to New Orleans who would give it to a ship captain heading for the East Coast. On his down-river return trip from Pa. in 1801, Bradford was forced to stop at New Madrid [Mo.] for that was the established check point where Spanish authorities monitored all vessels for cargo and intent.

<sup>7</sup> David Bradford to David Redick, datelined "Louisiana, Bayou Sarah, July 6<sup>th</sup> 1802," with manuscript "*Natchez July 10<sup>th</sup>*" postmark and manuscript "25" rate. From photocopy supplied by David G. Phillips.

<sup>8</sup> David Bradford to David Redick, datelined "Louisiana, Feby 9<sup>th</sup> 1803," with manuscript "*Natchez March 10, 1803*" postmark and manuscript "25" rate. Author's collection, secured as lot #5 in David G. Phillips sale of May 15, 1987, where it realized \$650.

<sup>9</sup> David Bradford to David Redick, datelined "Louisiana, Bayou Sara, July 2d, 1803," hand carried out of postal system back to Washington, Pa. Author's collection, a private treaty purchase from David G. Phillips.

<sup>10</sup> David Bradford to David Redick, datelined “West Florida, Bayou Sarah, opposite Point Coupee, Oct. 15, 1803,” with address sheet missing. Author’s collection, private treaty purchase from David G. Phillips.

<sup>11</sup> It was first thought that Jean Baptiste Bernadotte (expected to be appointed the new French ambassador to the U.S.) would carry the documents from the French port of Saint Malo to the U.S., but by October 5, 1803, Pichon wrote Laussat that Bernadotte was not coming. See Louis André Pichon to Pierre Clément Laussat, July 19, 1803, and October 5, 1803, in *A Guide to the Papers of Pierre Clément Laussat: Napoleon’s Perfect for the Colony of Louisiana* (New Orleans: The Historic New Orleans Collection, 1993), entries #211 and #273, pages 65-66 and 79. The first evidence that Pichon had received the papers is Pierre Clément Laussat’s letter of October 8, 1803, to Denis Decrès (Minister of the Navy and Colonies, Paris) saying that Pichon now held the letters from the first consul authorizing the two transfers. See *A Guide to the Papers of Pierre Clément Laussat*, op. cit., entry #279, page 81. Pierre Landais, the suspected courier, is undoubtedly the same man that Francis B. Heitman, *Historical Register and Dictionary of the United States Army*, 2 vols. (Washington: Government Printing Office, 1903), vol. I, p. 613, lists as Lt. PHILIP LANDAIS, a native of France who was appointed from France, served in the above stated unit for the time stated, and was honorably discharged June 1, 1802. A notice of a desertion at Fort McHenry (Baltimore) signed by Landais and published in the *Federal Gazette & Baltimore Advertiser* of August 17, 1798, page 1, tells us that Landais was commander at Fort McHenry at the time.

<sup>12</sup> The *Alexandria Advertiser and Commercial Intelligencer* (Alexandria, Va.), September 14, 1803, p. 3, *The Evening Post* (New York City), September 15, 1803, p. 3, and *Spooner’s Vermont Journal* (Windsor), September 27, 1803.

<sup>13</sup> James Lyon (1776-1824) was the son of Matthew Lyon (1749-1822) who served as a Representative from Vermont 1797-1801 and as a Representative from Kentucky 1803-1811. James was as early as 1798 publishing a newspaper in Fairhaven, Vt., and like his father may have been indicted by the federal government for violation of the Sedition Act of 1798, since he was connected with his father and with James T. Callendar. It is believed he might have fled to avoid capture. By 1803 James was publishing the *American Literary Advisor* in Washington, D.C. and when approached with the offer to escort Landais to New Orleans, it is easy to imagine him jumping at the chance. James Lyon was above all else an entrepreneur attuned to any opportunity that presented itself for the making of money, and this opportunity awaited some of the first Americans to enter New Orleans after its transfer to the U.S. Soon after Lyon and Landais arrived in New Orleans, Lyon set about the establishment of the city’s first English language newspaper, the semiweekly *The Union; Orleans Advertiser, and Price Current*. That done, he used other money (possibly in large part his father’s) to build a barge (commercial keelboat) called *Experiment* which he filled with 18 tons of sugar, liquors, etc., and in early April of 1804 he sent it upstream with a captain and 10-oarsmen crew to his father’s place at Eddyville, Kentucky. Its arrival at Eddyville June 30, 1804, created a sensation as “...the first attempt to carry commerce from New Orleans into the Cumberland river since the accession of Louisiana to the United States, and the result is highly favorable to the enterprise, which has proven that the expense of transportation from New Orleans to Cumberland river, is but one third as much as the expense of transportation from Philadelphia by way of Pittsburg, to Cumberland river...” See *The National Intelligencer and Washington Advertiser* (Washington, D.C.) of August 6, 1804. At the time of his death James Lyon was living in Cheraw, S.C., where he was publishing the weekly *Pee Dee Gazette*, and *Cheraw Advertiser*. His obituary said that he was “...a citizen well known for his enterprise in different parts of the Western and Southwestern country...he established no less than fourteen different newspapers, for the most part in places just emerging into existence, which he

successfully left in pursuit of fresh enterprises, as soon as he had them fairly under way.” See *Daily National Intelligencer* (Washington, D.C.) of April 28, 1824.

<sup>14</sup> James Madison to Daniel Clark, October 12, 1803, in *The Territorial Papers of the United States*, Vol. IX, The Territory of Orleans 1803-1812 (Washington, D.C.: U.S. Government Printing Office, 1940), pp. 78-79 and Louis André Pichon to Pierre Clément Laussat, October 13, 1803, *A Guide to the Papers of Pierre Clément Laussat*, op. cit., entry #287, p. 83.

<sup>15</sup> Louis André Pichon to Pierre Clément Laussat, October 14, 1803, *A Guide to the Papers of Pierre Clément Laussat*, op. cit., entry #290, p. 84.

<sup>16</sup> Pierre Landais’ 16-page journal of his overland trip from Baltimore to New Orleans, mentioned in *A Guide to the Papers of Pierre Clément Laussat*, op. cit., entry #319, p. 91. The author is indebted to Rebecca Smith, head of Reader Services, The Historic New Orleans Collection, for pointing out to me that photographic images of all 16 pages of the Landais journal are available online at <http://hnoc.minisisinc.com/thnoc/catalog/3/899>. Landais’ description of his trip from Baltimore to Bayou Pierre covers pages [1-12].

<sup>17</sup> *American Citizen* (New York City), December 17, 1803, p. 3. Landais’ journal entries, op. cit., of his time in Natchez are on pages [12-13].

<sup>18</sup> Landais journal, op. cit., p. [14]. Landais may have known Lieutenant George Ross from his time in the U.S. Army as Ross served with Landais’ old unit, the 1st Artillery and Engineers December 19, 1796 – May 20, 1801. Heitman, op. cit., vol. 1, p. 846.

<sup>19</sup> Taken from 1987 reprint of this rare publication by Karl Yost of Morrison, Illinois. Cramer’s *Navigator* went through twelve editions, 1801-1824, serving as the Rand-McNally of the early-nineteenth century, Midwest.

<sup>20</sup> Landais journal, op. cit., p. [14].

<sup>21</sup> David Bradford to David Redick, datelined “Bayou Sarah, Nov. 12, 1803,” but not finished until “[Nov. 22],” and bearing manuscript “*Natches Novr. 25*” postmark and manuscript “25” rate. Author’s collection, private treaty purchase from David G. Phillips. This cover and letter are of special significance for a reason unrelated to the letter content, for it is the only known west-to-east-coast letter known to have been carried by the U.S. Post Office express service mentioned by Pichon in his letter to Laussat of October 13, 1803 (see note 14). In order that officials in Washington be kept up to date as possible (fearing glitches in the transfer process), Postmaster General Gideon Granger made arrangements with Gov. Claiborne and the postmasters at Natchez, Nashville, Knoxville, Wythe C.H., and Charlottesville, Va., that commencing November 1, 1803 mail was to be carried 100 miles every 24 hours (the mail not to stop at night and fresh horses to be stationed every 30 miles). There was to be no extra charge for this express, and it was continued until January 31, 1804 (by then the U.S. Post Office in New Orleans having been established, its first mail dispatched February 14, 1804). See Van Koppersmith, “The Express Mail of 1803-1804,” in *The Chronicle of the U.S. Classic Postal Issues*, vol. 50, no. 4 (November 1998), pp. 247-254.

<sup>22</sup> Landais journal, op. cit., pp. [14-15].

<sup>23</sup> *A Guide to the Papers of Pierre Clément Laussat*, op. cit., entry #457, p. 121.

<sup>24</sup> *Ibid.*, p. 6.

<sup>25</sup> David Bradford to David Redick, datelined “Louisiana, Bayou Sarah, Novr. 7th 1804,” but not finished until later and bearing “*Fort Adams / Novr. 23*” manuscript postmark and manuscript “25” rate to Redick in Washington, Pa. The address sheet also bears transit postmarks of “NASHVILLE, T. Dec. 11” (straight line) and circular PITTSG. PA. / JAN 4 [1805]. This is considered the greatest Natchez Trace cover known. Author’s collection secured as lot #6 in David G. Phillips sale of May 15, 1987, where it realized \$1,150. For the early postal significance of the Natchez Trace see Diane DeBlois and Robert Dalton Harris, “Revisiting the Natchez Trace: Development of a Postal Route Paradigm for the United States,” *Postal History Journal*, No. 170 (June 2018), 2-15.

<sup>26</sup> David Bradford to David Redick, datelined “Bayou Sarah, Sepr. 1st 1804,” and carried outside the mail. Private treaty purchase from David G. Phillips.

<sup>27</sup> David Bradford to David Redick, datelined “New Orleans, May 30th 1805,” and hand carried to Pittsburgh where it was put into the mail with PITTSB. PA. / JUL 18 [1805] postmark and manuscript “6” rate to Washington, Pa. Author’s collection, private treaty purchase from David G. Phillips.

<sup>28</sup> *Salem Gazette* (Salem, Mass.), Feb. 19, 1808.

<sup>29</sup> *The Liberator* (Boston), April 5, 1844, reported in an article titled “The Despotic and Bloody South!”

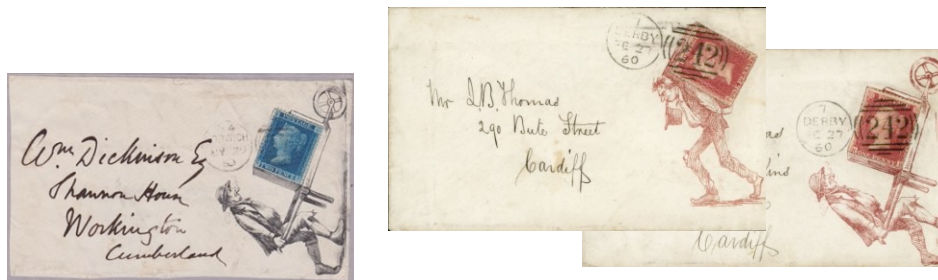
<sup>30</sup> *The Papers of Jefferson Davis: 1808-1840*, <https://books.google.com/books?isbn=0807158623>, p. 281, footnote 29.

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**James S. Leonardo**, a member of our Society, is a 50+ year member of The Manuscript Society who always explains to friends that his love of manuscripts traces back to his grade school hobby of stamp collecting. This activity soon led him to believe that it was better to have the stamp left on its original envelope to show the job it had done, better yet to have the original letter that had been enclosed, and best of all to have the entire correspondence to provide him with his own telescopic window into the past. Coloring all of this is a lifelong interest in the history and culture of the Mississippi Valley generated as a result of a canoe trip he and a high school friend took from Des Moines to New Orleans in 1960. In 2004 he retired after a 35-year career as government publications and reference librarian at Cowles Library, Drake University. He now leads the “perfect” life (one foot in each of the worlds of postal and manuscript history) cataloging his own growing collection of Iowa and U.S. history, and working as one of the senior editors of the *American Stampless Cover Catalog*. Occasionally new acquisitions lead him into mammoth new projects, such as that of editing the large General John Coffee family correspondence of Florence, Ala., 1813-1874, and the 1820-1910 correspondence of the Ames family, and Ames Manufacturing Company of Chicopee, Mass. He also collects the postal history of Sicily, 1600-1945, and keeps up with what has become a large 1,954-item census of surviving Sicily 1859-Issue covers. He can be reached at [james.leonardo@drake.edu](mailto:james.leonardo@drake.edu)

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**James Grimwood-Taylor** updated the illustrated ‘barrow-man’ stamp surround cover from *PHJ* 171. The design was not hand drawn but printed, one of a series of perhaps a dozen produced by the Derby publishers Bemrose & Co.



# **Flying the Flag: U.S. Hand Applied Cancellations**

**By Larry Haller**

*Editors' Introduction:* Larry Haller's exhibit of the origins, designs, and evolution of flag cancellations, 1852-1949, has won several gold medals - most recently at Stamp-Show 2018 in Columbus, Ohio, but even in 2014 when shown for the first time. The judges applauded his treatment for conforming to all the advice he had gleaned by attending exhibition seminars over several years. The exhibit was criticized for including too much text in the beginning, and too many examples, particularly of late philatelic examples. We here offer a forum for honoring the text, though we have restricted illustration to the rarest designs, most representing the only example known.

## **Introduction**

There have been periods of fervent flag waving throughout our country's history; this article captures that theme in postal markings applied by hand. A few early postmasters made an effort to design and carve a flag killer, and were purposeful in presenting their mark on outgoing mail. Later, postmasters saw their source change to postal supply businesses, but they, too, made conscious decisions to choose a flag design. For some, the decision was to mimic flag impressions made by machines in the large cities. Still later, a very few postmasters were influenced to join in with an evolutionary interest in philatelically-inspired cancellations, to produce fanciful flag markings.

I want to emphasize the freedom postmasters exercised to reveal personal or political sentiments, even to one expressing mild political displeasure, and to several willing to cooperate with cancel collectors to use unauthorized markings.

## **Designs diverse, unique & attributed to a single town**

The introduction of postage stamps as prepayment of mail required canceling with ink to prevent reuse, often with the circular postmark devices issued by the Post Office Department. However, a few early and imaginative postmasters employed a separate 'killer' to cancel stamps, while continuing to use the circular postmarked for its intended purpose.

As innovative markings began to be noticed by postmasters throughout the country, acceptance grew and, by the early 1850s, more creative cancels appeared. Interest expanded and continued into the mid 1910s, with postmasters frequently expressing a viewpoint by means of their 'killer' marking. Flag designs were purposeful, but not overly chosen as a subject, hence examples are rare.

The earliest known year-dated cover displaying a flag killer is a letter mailed in 1852 (Figure 1).

Pierce had appointed James Campbell as Postmaster General in March 1853. Campbell in turn appointed Peter H. Wandel as postmaster of Tompkinsville, New York in May. Wandel was a member of a local, politically well-

connected family. Tompkinsville (Figure 2) was known during the 1850s as the gathering place for political discourse - named for Daniel D. Tompkins, Governor and Supreme Court Justice of New York, and Vice President during the term of James Monroe.



Figure 1. October 14, 1852 (manuscript notation, answered October 18). Charlestown, NH, postmaster Samuel L. Fletcher expresses his favoritism for Franklin Pierce (a friend who lived just up the road) who would be elected President two weeks later.



Figure 2. April 8, 1854, Tompkinsville, NY. The only-known cover with a full impression of the cancel that coincided with the Exhibition of the Industry of All Nations, launched as a World's Fair in New York City by President Pierce in July 1853 and open through November 1854.

Newark Valley, Tioga County (Figure 3), whose population has never exceeded 850, was founded in the early 1800s by Ezbon Slosson who built a store, provided a small boardinghouse for lumberjacks, and secured a postmaster appointment and a mail stop by stage coach. In 1849, Slosson sold the store to William Lincoln who became postmaster and applied the flag cancellation until 1866.



Figure 3. July 28, 1857. Newark Valley, NY. The flag cancellation is in red, as are all Newark Valley examples before 1861 when a switch was made to black ink.

The cover in Figure 4 (with a notation: “purchased from George Royce Brown in 1936”) was featured in the *Collectors Club Philatelist* of January



Figure 4. September 14, 1858. North Shore, NY, postmaster Bartlett Brown, proclaims his Unionist views amid a period of growing national political party realignment, the principle issue of the upcoming November 1858 midterm elections.

1925, page 8: “Bartlett Brown ... Postmaster ... addressed by Brown to his sister, Miss E. Francis Brown, ... one of the most beautiful cancellations we have yet seen ... American flag within a circle, cancelled in brilliant green, in the exact center of a fine 3c type 1, 1857 ... four post offices on Staten Island, designated North, South, ... the North Office included everything from St. George at the east, to Mariners Harbor at the west ... housed on Richmond Terrace. ... Miss Brown, age 92 in 1922, learned her nephew, George Royce Brown, was a stamp collector and sent him stamps in which this cover was included. This was the only stamp to show this cancellation, but other markings were in this intense green ink.”



Figure 5. 1858 from Pensacola, FL. Pen and ink drawing of the United States flag, smartly carried parade-style by a Naval Officer in formal military dress. Addressed to Lieut C.H. Wells, U.S. Navy.

The addressee of the cover in Figure 5, Clark Henry Wells, graduated from the Naval Academy, class of 1846 (served with distinction during the Civil War; Fleet Commander thereafter; retired in 1884 as Rear Admiral). Promoted to Lieutenant in 1855, Wells was Executive officer of the U.S.S. *Metacomet* in November 1858. The notation “Missent & Forwd” above the address is testimony to the turmoil of naval personnel reassignments during this time. Officers were being reshuffled to ships in ports from Boston to New Orleans. Shallow draft ships were being leased by the Navy, renamed, and repositioned. The *Metacomet* and Lieut. Wells were in Pensacola taking on supplies. The assembled naval task-force - nineteen side-wheel ships capable of navigating the shallow Pararia River - set course for Asuncion, capital of Paraguay, to secure reparations for an incident that had killed a crew member of the U.S.S. *Water Witch*, as well as to survey coastal waters in South America. The expedition was successful.

The patriotic cover of Figure 6 is enhanced by a bold flag cancellation to express pro-Union loyalty sentiment. It was postmarked just three weeks after the first shots of the Civil War and Lincoln's call for volunteer state militias - the West Haven region responded by providing the Ninth Connecticut Regiment, some 1800 men.

Figure 6. West Haven, Connecticut, May 4, 1861.



The examples in Figure 7 and 8 are two flag killers hand applied during the period the Northern States transitioned from the 1857 to the 1861 series of stamps. Apparently neither the Canton nor the Penn Haven postmaster had yet

Figure 7. Canton, IL, August 23, 1861.



Figure 8. Penn Haven, PA, September 5, 1861.

received a supply of new stamps by August 23 and September 5, respectively, which was typical of the distribution difficulties. Canton was a small office in central Illinois, not far from the home of Lincoln, and supporting the Union cause, while Penn Haven was a remote coal collection and transfer yard on the Lehigh River in Carbon County. Postmaster Charles A. Weiss of Penn Haven was a Union supporter and his finely-carved and boldly-struck waving flag cancel has been much appreciated. It was featured in the *Silver Anniversary Booklet*, published by the U.S. Philatelic Classics Society in 1973, as well as illustrated in *U.S. Postal History, 1851-1861*, by David T. Beals and Thomas J. Alexander, and in Simpson's *U.S. Postal Markings, 1851-1861*.

The earliest known flag cancel on an 1861 series stamp was in the January 1862 example of Figure 9. The manuscript postmark of January 11 (the enclosure confers the 1862 year date) is on one of four known Mechanicsburg Indiana "Eagle" postmarks.



Figure 9. Mechanicsburg, IN. January 11, 1862.

Williston, Vermont, was proud of its Union patriotism (Figure 10). The *Vermont Watchman and State Journal* in this same period, in reporting on Civil War recruitment, stated: "We are informed that Williston made its quota from its own citizens, instead of recruits of doubtful character furnished by brokers. The best of intelligent and vigorous young men now constitutes its quota. All honor to Williston and its representatives on the battlefield. Personnel of our army should consist of the like."

Hiram G. Berry, former mayor and a bank president in Rockland sought a commission at the outbreak of War and organized the 4th Maine Infantry Regiment. He was home on furlough during the month of August 1862, and was celebrated by the Rockland postmaster with the cancel in Figure 11. A favorite

of Lincoln's, Berry was promoted in January to Major General, but was killed the following May during the battle of Chancellorsville.

Figure 10.  
Williston,  
VT. Sep-  
tember  
26, 1862.



Figure 11.  
Rockland,  
ME, August  
22, 1862.

The flag marking in Figure 12, of which three examples are known, is a memorial to Lieutenant William E. Avery, age 24, of the 75th New York Regiment, who had been mortally wounded weeks earlier during the Battle of Port Hudson, Louisiana, May 27, 1863. John B. Avery had been postmaster of Farmer a little more than a year when southeast Seneca County provided most of the volunteers filling the ranks of Company F of this New York Regiment.

The population of Grand Island, California (Figure 13) peaked at 200 in the 1870s but there is nothing there now.

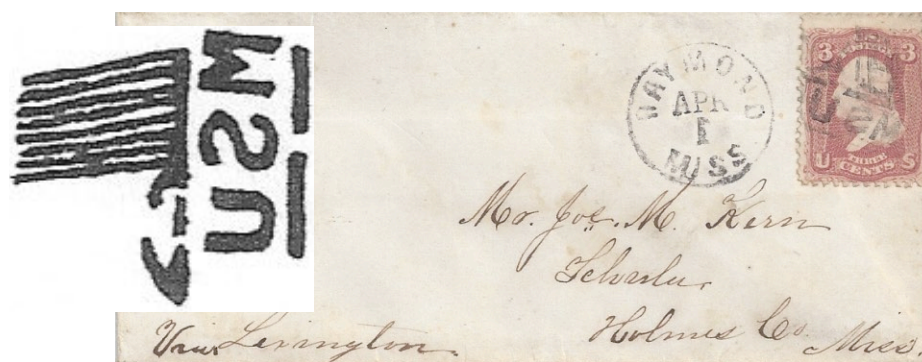
The initials in the cancel (Figure 14) represent United States Mail and the device was likely carved by an army postal clerk. Raymond is east of Vicksburg and was the scene of a clash won by Federal troops in May 1853 - part of

Grant's blockade strategy to deprive Vicksburg of supplies. The city capitulated in July and Union troops occupied the region until the end of the war. As Federal troops took over, army post offices were established to process mail, and Raymond was one of about 60 that operated in the occupied South.

*Figure 12. July 27, 1863. Postmaster John B. Avery of Farmer, NY, marked both his pride of country and a father's sorrow by memorializing the death of his son, Lieut. William E. Avery.*



*Figure 13. December 8, 1864. Postmaster James H. Goodhue owned the general store in Grand Island, CA, on the Sacramento River at Eddy's Ferry Landing.*



*Figure 14. April 1, 1864. Raymond, MS.*

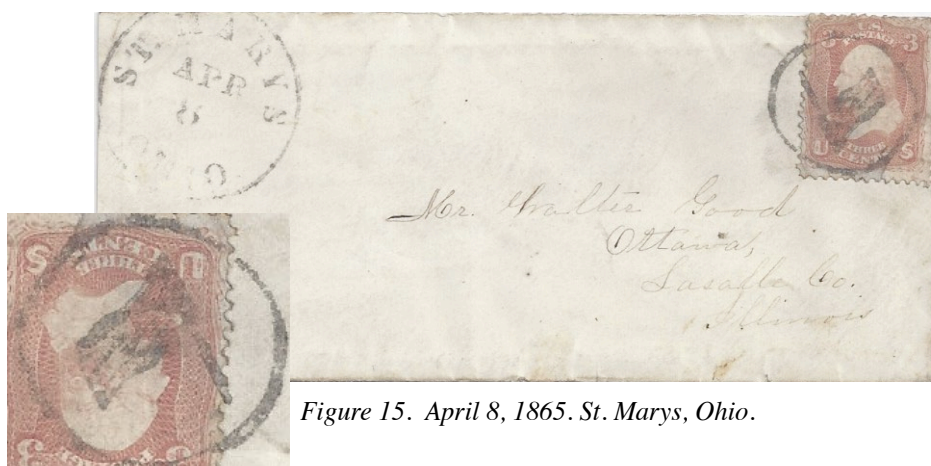


Figure 15. April 8, 1865. St. Marys, Ohio.

The 'black flag of death' cancel in Figure 15 honors the fallen in the Battle of Resaca Georgia, May 1864. St. Marys, together with nearly towns in Auglaize County, provided many men for the 118th Ohio Infantry Regiment which suffered huge losses. More than 1200 Union soldiers were killed or wounded in less than two hours as a result of poor military strategy and leadership. To St. Marys and surrounding towns, grim news filtered back for weeks and months, affecting families for generations.

Nevada Territory was a center of pro-Union sentiment in the 1860s. The cancels in Figures 16, 17 and 18 are symbols of the partisan fervor of the time. To ensure it continued to be pro-Union, Lincoln appointed strong individuals with commercial connections in the East. Postmaster Lyman B. Roe was selected for Virginia City in June 1861, and he and Territorial Governor James W. Nye worked creatively to promote Union support. Union sympathizers conspired to make sure that the Territory would become a state before the No-



Figure 16. 1863. Virginia City, Nevada Territory.

vember 1864 presidential election, thus to award President Lincoln its electoral votes. The State Constitution was approved on October 26, 1864 and telegraphed to Washington the same day. Recognition of Nevada as a state was ratified by Congress and signed by Lincoln five days later, and seven days later the President was reelected. The merchandise circular in Figure 16 was mailed from a dealer in fine watches and jewelry and carried 125 miles to the west into California. Virginia City, 25 miles Southeast of Reno on the side of Mount Davidson, is above the Comstock Lode, the largest silver deposit discovered in the U.S. that served as financial backing for Union operations in the Civil War.



Figure 17. 1864, Canyon City, Nevada Territory.

Postmaster Samuel H. Parsons of Canyon City (Figure 17) was also ardently pro Union. The town, 175 miles east of Reno, was a consolidation of several mining claims along Big Creek in Lander County. The population grew to 1600 and it gained its post office in August 1863, but by 1866 the mines were in decline and today it is a ghost town.

Postmaster Isaac Mears of Washoe City carved the creative cancel of Figure 18 during the final month of the Civil War. The postmark is without the initial "T" for Territory, and the known April 8 to May 5 usage dates are during the first spring season after statehood. Washoe City came to life in 1861 as a sawmill and smelter center serving mining camps on both sides of the Sierra Mountains. With the Comstock Lode discovery it leapt to prominence as the center for building supplies and water. Freight wagons went outbound with food and timber and returned with ore. The population peaked at 2500 but declined after 1870 when the county seat moved to Reno, and it is now a ghost town.



Figure 18, Washoe City Nevada. May 5, 1865.

The flag killer in Figure 19 was carved by Uzziel C. Taylor, a friend of Lincoln's and a loyal supporter who was appointed postmaster of Carthage shortly after the 1861 inauguration. Taylor served throughout Lincoln's term and here applies the cancel to celebrate his reelection in November. Distraught over Lincoln's assassination, Taylor moved West.



Figure 19, Carthage, Illinois, November 17, 1864.

The James Creek post office (Figure 20) still exists, but there is no 'there' there (the current postmaster says that every week someone enquires as to the whereabouts of the town). The post office was established in 1840 midway between Pittsburgh and Harrisburg in the Borough of Marklesburg to serve nu-

merous communities in the surrounding area, stretching into parts of three counties - none of which, including Marklesburg, have ever had a post office.



Figure 20. July 29, 1865. Mailed from the James Creek, Pennsylvania, post office, but the letter is headed Marklesburg. Written by Headmaster H.P. Stewart of the local school, to his sister, Frances Stewart: "Marklesburg is about as quiet as usual ... sometimes a solitary horseman or pedestrian may be seen traveling along which breaks the quiet of the normal village."



Figure 21. April 30, 1866. New York, New York. Earliest duplex flag killer.

Figure 21 shows the earliest recorded date of use of a flag killer joined with a postmarked and used as a duplex marker. James Kelly, a resolute Lincoln supporter, was appointed New York postmaster in September 1864, chosen personally by the President as part of political patronage arrangements to strengthen his oncoming reelection campaign. Nearly two years later, Kelly authorized

use of this killer to acknowledge Congress for over-riding President Johnson's veto of the Civil Rights Act of 1866. The corner card advertisement provides the names of an association of hotels in several cities, implying a shared standard of excellent service available to continental travelers: the Metropolitan in New York, the Occidental in San Francisco, the Union in Saratoga Springs.

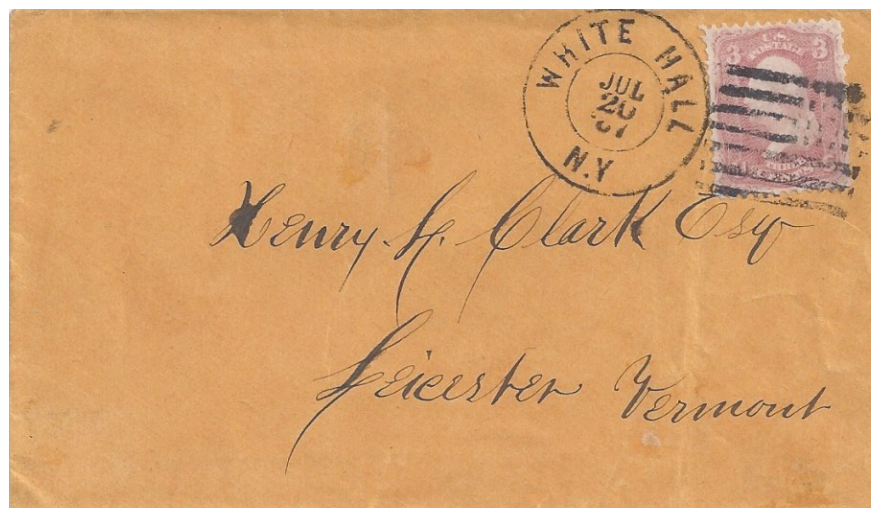


Figure 22. July 20, 1867. Postmaster Horatio Parke of White Hall, New York, honors the homecoming of Henry Root.

The flag in Figure 22 was designed to honor the return of a local hero. At the outbreak of the Civil War, highly respected White Hall medical surgeon Henry Root was appointed Assistant Surgeon of the New York 54th Infantry by the Governor. At hostilities end, Root was repeatedly retained in service by War Secretary Stanton to care for Federal troops positioned in the South as part of



Figure 23. November 14, 1873. Chicago, Illinois.

Reconstruction. The whole community celebrated the return of their beloved doctor when he was discharged in 1867.

Figure 23 is an example of eight uses of this particular Chicago Blue Flag Cancel - one of the many blue designs 1873-1875, of which there are more than 250 varieties.



Figure 24. March 12, 1880. Kimmunity, Illinois. Endorsed on reverse as having been received March 16.

The marking in Figure 24 includes “U.S. Mail” cut into a banner below the lowest stripe. The impression may have been made by a metal mail pouch bucket.

Hand-applied flag cancellations were also produced commercially, marketed by postal supply companies to small 4th Class Post Offices that, because of their low revenue, were required to purchase their marking devices. Only 145 post offices used one of these commercially-made flag cancels, and most were in towns of fewer than 600 people. Of these 145 offices, 90 provide three or fewer recorded impressions. Of the 60 town postmarks included in the exhibit, 32 provide three or fewer impressions.

Rural Free Delivery Carriers were also required to purchase their own marking devices. Six flag cancel designs, marketed by postal supply companies, are recorded from 1903-1916. Only 87 carriers are known, and of these 50 provide only three or fewer impression.

I also have also recorded designs conceived aboard Navy ships during the two World Wars. And there is a subset of flag cancelations designed by collectors to draw attention to town names, dates, or events.

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**Larry Haller** combined patriotism with philately to form this award-winning exhibit. A keen interest, luck, time, and the unconditional support of spouse Suzanne enabled this subject to have its moments of recognition within postal history. Larry lives in California. Email is [ljhaller@aol.com](mailto:ljhaller@aol.com)

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# **Taking it to the Bank:**

## **European Letter Mail to Amsterdam Prior to the General Postal Union**

**By Rob Faux**

One of my recent postal history projects has been to familiarize myself with the mail systems in Western Europe in the 1850 to 1875 period. As is true for every field of study that is new to a student, the process of identifying sources and getting a foothold on the subject can be both frustrating and rewarding. In this case, the difficulty was compounded by limited language experience beyond English since most primary and secondary sources that provide detail for this research are in French, Dutch or German. Certainly these difficulties are not insurmountable, but it has helped to find additional motivation by seeking out and acquiring representative examples of postal history that illustrate the treaty mail period to provide focus for my study.

In the process of acquiring representative examples, I was surprised to note that nearly all of the items addressed to the Netherlands are a part of business correspondence to a Dutch bank that was active during my study period. These pieces have encouraged me to explore more than the development of rates and routes to Holland, to look at the historical events that helped shape the postal agreements of the time. I have even gained a little insight into what might have been the business conditions for Luden and van Geuns at the time these items were mailed.

### **Luden and van Geuns**

Johannes Luden was born in Amsterdam in 1792 to a family that had connections to the whaling business on his grandmother's side. His father ran the firm Jb. H. Luden and Sons that was active in West Indies Dutch Colonial trade.<sup>1</sup> I presume that Johannes may well have been involved in his father's company before joining G. Nolthenius and Albert van Geuns in their own enterprise. Johannes Luden died in Amsterdam in January of 1868, thus much of the correspondence shown later in this article arrived after his death, though the company kept his name.

The van Geuns family is an extremely well-known Mennonite family that was affluent and influential in the Netherlands during the 1700s and 1800s. Family papers in the Utrecht archives apparently go back as far as 1647, so further research on better known family members is certainly possible. Albert van Geuns was born in 1806 and, despite his status as founder of a bank, is overshadowed by numerous physicians, lawyers and ministers of note that can be found in the family tree.<sup>2</sup> However, the family connections almost certainly have provided significant capital to start a bank.

Evidence that the financial house of Nolthenius, Luden and van Geuns was active as early as 1839 was the purchase of a new sailing frigate christened the

*Suzanna Christina*.<sup>3</sup> At some point after 1846, Nolthenius was removed from the name of the company, though Luden and van Geuns were active financiers until the early 1870s. They are not listed in the 1874 *Banker's Almanac* and may have liquidated prior to that point.<sup>4</sup> Albert van Goens no longer had a partner in the firm upon Luden's death in 1868 and it is possible van Goens began the process of consolidating and liquidating assets. Some of the documents in this article provide mild support for this, though it would take far more to make a solid claim. His death is recorded as being in 1879 and I have found no records of the company after 1871, so this conclusion seems reasonable.



*Figure 1. Carte de visite photograph by Wegner & Mottu of Albert van Geuns circa 1863. (Rijksmuseum)*

Luden and van Geuns were active bankers in Amsterdam at a time when the tides were turning against traditional Dutch power concentrations in the merchant houses. International banking businesses were changing towards less centralized structures and the old models struggled to stay relevant in the finance industry.<sup>5</sup> Luden and van Geuns may well have found themselves straddling both worlds, modeling themselves on traditional financial houses, but being part of a wave of new banking institutions. Unlike many newer banks of the time, they appeared to rely on family wealth (and thus limited investors) for their initial capital. Other banks spread out risk by having a larger number of investors, often allowing publicly traded shares. Either Luden and van Goens could not weather the trends or they could find no one to continue operations after the deaths of its founders.

### **Postal Conventions and Evolving Rates/Routes**

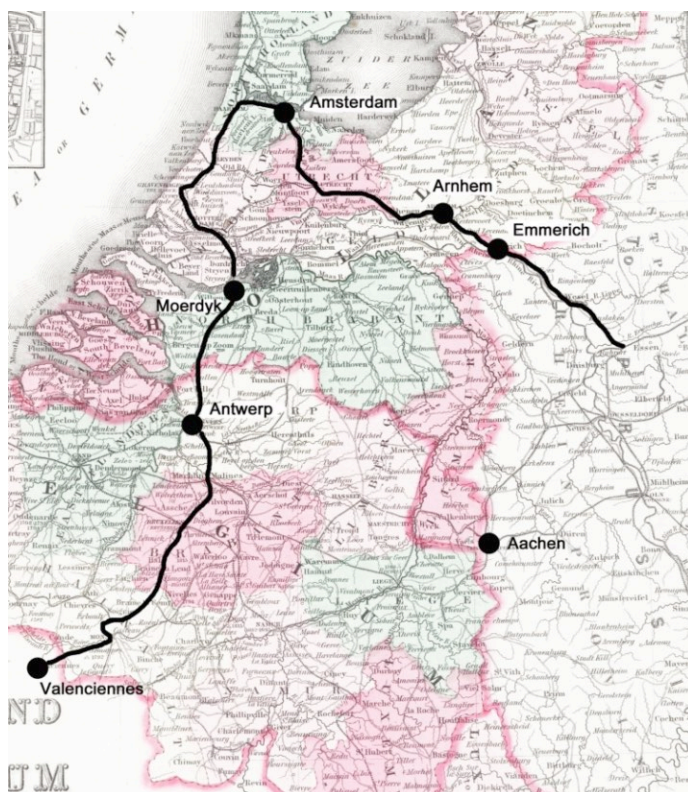
Prior to the General Postal Union (1875) and the Universal Postal Union (1879), postal arrangements between nations were anything but simple. It was not uncommon to have several postage rates listed for the same destination and the required postage often varied greatly depending on the route taken. For example, a letter from Amsterdam to Malta in 1852 would cost 120 Dutch centen if it went via England versus 45 Dutch centen if it traveled via Trieste. While it might seem that the decision would be simple – choose the mail rate via Trieste – one had to consider mail departure dates and travel times to determine if the less expensive route might result in delays that might actually be more costly in the end.

The period of postal history beginning in 1850 and leading up to the General Postal Union shows a rapid trend towards lower and simplified rates for mail services, and each new postal convention became increasingly similar to other

treaties in the region. It became less important for persons seeking to mail letters to know shipping schedules and consider routing options. The new conventions began to remove some of the details of route selection and rate distribution until such choices were more the exception than the rule.

Postal conventions (or treaties) set postage rates for the different classes of mail between the participants in the treaty. In addition to rates, the foundations for mail handling protocols were set and mail routes were often identified. Border crossings were often specified and post offices were identified to handle the exchange of mail between countries. Perhaps of most interest to the members of each agreement were details outlining who was responsible for which expenses

involved in the carriage of mail. For example, if country A agreed to carry mail from country B to other countries, they would be interested in who would pay them for that service. Postal conventions included language that outlined the process, charges and responsibilities for these transit services.



*Figure 2. Portion of Colton's Holland and Belgium Map (1865) highlighting Belgian and Prussian border crossings.*

The rapid expansion of railway services in Western Europe played a significant role in the evolution of postal systems during this period. England, Prussia, Belgium, Switzerland and France were all pushing aggressive agendas forward for improved rail systems beginning in the 1840s and 1850s. Other nations followed soon thereafter when it became apparent that failure to participate would be bad for business (the Netherlands) or when the political environment stabilized (Italy) enough to allow for expansion. Rail services were faster than water born ves-

sels or coaches. So, it is not a surprise that new postal conventions were often concluded in response to the availability of reliable rail systems.

### **The advantage of being in the neighborhood**

Nations that shared borders in Europe typically maintained postal agreements for the exchange of mail. The Netherlands maintained postal agreements with neighboring Belgium, Prussia and Hannover. As could be expected, the postal rates for neighboring countries were more favorable than those to nations that required transit via another country or by sea. In some instances, there were additional articles in the convention that identified border communities that would enjoy reduced rates, sometimes to the point that they approached or equaled internal letter rates.

### **Letter Mail from Belgium**

The Congress of Vienna (1815) essentially attached Belgium to the Netherlands even though Napoleon had not yet been defeated at the Battle of Waterloo. On October 4, 1830, Belgium declared independence from the Netherlands and the current powers of Europe intervened and ratified this on January 10, 1831. The final treaty signed on October 15, 1831 left Luxembourg with the Netherlands and recognized Belgium, but Netherlands refused to participate in the treaty. Conflict persisted between the Netherlands and Belgium for eight more years until a second treaty (Treaty of London - 1839) set the boundaries that are similar to what we see today.

The Dutch closed their markets to Belgian products, and several years of poor harvests led to economic difficulties for Belgium in the 1840s. However, Belgium was able to weather the rash of revolutionary sentiment in 1848 and worked to adjust to the loss of access to the Dutch ports by developing an efficient rail system that connected to shipping facilities in Ostende.<sup>6</sup> From a postal history perspective, Belgium plays a pivotal role as a mail transit nation for treaty mail from this point forward. The Dutch, on the other hand, were slow to develop rail services and continued to lose economic influence in Europe.

Letter mail from Belgium to the Netherlands could be carried over an impressive network of roads and waterways, even if the development of rail services was limited in Holland. This network continued to support a reduced rate for local/border mail rates even as new conventions were negotiated between the two countries. Amsterdam, however, was too far from the border to take advantage of these special rates. Most mail to Amsterdam would take the rail line from Anvers (Antwerp) in Belgium up to Moerdijk where steam ferries would cross Hollands Diep. It was not until 1872 that a bridge over Hollands Diep was opened to rail travel. The route from there to Rotterdam did not include rail service until some point between 1860 and 1865. But, from Rotterdam rail service to Amsterdam was in place from the late 1840s.<sup>7</sup>



Figure 3. Folded lettersheet from Charleroi October 31, 1867 and received Amsterdam November 1.

The folded letter of Figure 3 exhibits a proper single rate letter (20 cents per 10 grams) under the 1865 postal convention.<sup>8</sup> This letter originated in the Walloonian portion of Belgium in the city of Charleroi where it took Belgian railways via Bruxelles (Brussels) on the way to Anvers. The contents show paperwork for a bank transaction between the Société Anonyme Banque in Charleroi and Luden and van Geuns. Luden and van Geuns appeared to be financiers in the mold of traditional houses of an earlier time, relying on the capital provided by a limited number of investors. The S.A. Banque in Charleroi relied on a broader range of “anonymous” investors for its capital. However, it seems that Luden and van Geuns may have also been in the habit of being an “anonymous” investor for several other banks throughout Europe and perhaps worldwide.

#### Letter Mail from Prussia

Unlike Belgium, Prussia maintained a distance component in their rates with the Netherlands in addition to a border mail rate. The 1851 Convention split Prussia into three rayons (distances or regions) plus a border mail region, with each having a separate base rate amount. In addition, the rate progressions were not linear. For example, mail from the Netherlands to the first rayon of Prussia would cost 10 cents for the first 15 grams and 25 cents for an item over 15 grams up to 30 grams. As of January 1, 1864, when the 1863 convention was placed in force, there were only two rayons as well as a border mail rate and the rate structure was greatly simplified.<sup>9</sup>

The mail route to Amsterdam from Prussia could be entirely by rail once the final section was opened between Arnhem (Holland) and Emmerich (Prussia) in 1856.<sup>7</sup> The Prussian line to Emmerich connected with the rest of the Prussian system between Duisburg and Essen. The rail lines between Arnhem and Amsterdam had been in place since the mid-1840s, but mail had to get to Arnhem using carriage transportation. With these rail systems in place, the process for Prussian mail to other nations was simple: get the letter to the nearest train station and let the rail lines get it to the border. The only exceptions to this rule would have been with border community mail exchanges.



Figure 4. Folded lettersheet from Barmen October 11, 1867 and received Amsterdam same day. “Franco” indicates the letter was prepaid.

Figure 4 shows the 2 silbergroschen rate per loth (about 15 grams) for an item originating in the first rayon of Prussia to Amsterdam. Barmen is located on a rail line East of Dusseldorf, where it turned North towards Emmerich. Unlike the other items to Luden and van Geuns shown in this article, there are not contents or indications on the folded cover sheet as to the sender or the purpose of this mailing.

#### Evolution of French/Dutch letter mail rates

The mail exchanged between the Netherlands and France provides an interesting case study in that it shows a transition from neighboring state status to a situation where mail had to transit another country to reach its destination. The Postal Convention of September 12, 1817 between the two nations established five rayons (districts or distances) in the Netherlands. Those closest to the border with France were in the first rayon and were given the lowest postage rate.

Each successive rayon required more postage for services rendered. At the time of this convention, both Belgium and Luxembourg were a part of the Netherlands and in the first or second rayon.<sup>10</sup>

By the time the October 10, 1836 convention was placed in effect, Belgium was no longer considered a part of the Netherlands as far as France was concerned. Considering the fact that the Dutch still had not agreed that Belgium was its own nation at this time, it is interesting that they would actually negotiate a mail treaty that took this into consideration. This new agreement left only Luxembourg in the first rayon and the rest of the Netherlands existed in rayons three through five. Valenciennes (France) and Breda (Netherlands) were the designated entry/exit points for the mail and served as the locations for exchange offices. Transit via Belgium was implied for all mail between the two countries (unless it was to/from Luxembourg).<sup>11</sup> The 1851 postal convention between the Netherlands and France was completed on November 1<sup>st</sup>, ratified the following January, and enacted on April 1, 1852. Luxembourg was no longer a part of the Netherlands and the rayon system was removed in favor of a rate based only on a weight unit rather than the combined weight and distance formula of the prior conventions.

The first article of the 1851 convention (original French text of articles referenced may be seen on [www.postalhistorysociety.org](http://www.postalhistorysociety.org) - Issue 171) showed the influence of competing rail carriage lines for the mails by including the possibility of using Rhenish Prussia as the transit entity between the Netherlands and France. Mails were to be transferred between the two countries once per day via Belgium, which was considered to be the primary mail route. The Prussian route was to be used when its use was considered to be "advantageous." This might well be the case for destinations in northern Holland (such as Amsterdam) or for mail received too late for the mail train that ran through Belgium.<sup>12</sup>

The Belgian route left France at Valenciennes, traveled through Anvers (Antwerp) and entered the Netherlands at Rosendaal. The Prussian transit most likely started at the French/Prussian border at Forbach and entered Holland at Emmerich. A third option could use both Belgian and Prussian transit services by sending mail to Brussels and then east to Aachen and onward to Emmerich. The convention itself did not specify these Prussian routes, leaving it to the postal services of the participating nations to determine best protocols. As railway services expanded, options for mail exchange could be added by mutual agreement of the postal authorities in each nation.

Reims is in northeastern France and would normally use the crossing at Givet for mail destined to Belgium. However, mails to Holland were not made up to take this rail crossing, so the item in Figure 5 was taken back to Paris before being placed on a mail train to transit Belgium via Valenciennes. This is supported by the Givet A Paris marking. Typically the departure station of an ambulant marking is listed first and the arrival station second.<sup>13</sup> Thus, this item

*Messieurs*  
*Luce & Van Gans*  
*Boulogne*  
*Amsterdam*

The fourth article of the 1851 convention set the letter mail rate that was to be effective until 1868. “Lettres simples” were to weigh no more than 7.5 grams and served as the standard mail unit for letter mail. Each additional 7.5 grams required payment of another rate (60 centimes). A simple progression is interesting when one considers that both nations had more complex internal rate structures than the flat rate provided by this convention.

Effective Date	Rate	Border Rate	Unit
Apr 1, 1852	40 centimes	20 centimes ( <i>a</i> )	15 grams
Jul 1, 1865	20 centimes	10 centimes ( <i>b</i> )	10 grams
Dec 15, 1873	20 centimes	10 centimes	15 grams

Page 38

A typical item from France to the Netherlands such as the one shown in Figure 6 includes markings from the designated exchange offices in the originating country (France) and the destination country (Netherlands). In this case, France's *ambulant* (traveling) post offices on their rail lines served as the operating exchange offices. Therefore, the *Bordeaux a Paris* marking indicates that this item was identified as a foreign mail item and placed in a mailbag bound for Holland. It was then taken out of the mailbag in Amsterdam where a receiver marking was placed on the reverse of the cover.

Figure 6. Folded letter from Bordeaux October 13, 1856 and via rail to Paris. Arrived Amsterdam October 15.



There was one more postal agreement reached between these two nations prior to the General Postal Union. The 1868 convention does much more to spell out the use of the corresponding postal systems for mail transiting each country for destinations other than France or the Netherlands. But, for the purposes of this article, the primary change is the reduction in the postal rates. Not only was the cost per unit reduced, but the weight per unit was also increased.

The fourth article of this convention clearly outlined how the postage was to be divided between the countries. One column provided the postage due per letter; another showed the amount owed to the Netherlands by France; a final showed the reverse. Prepaid letter mail and unpaid mail were also charted.<sup>14</sup> A prepaid letter from France cost 40 centimes per 10 grams. Of those 40 centimes, 13 and 1/3 centimes were to be passed to Holland. Implicit in this table was the 3 and 1/3 centimes that France would pay to Belgium for mail transit per letter.

Most conventions during this period included instructions for marking items as paid so that receiving postal administrations might know whether an item would require the collection of postage at the destination. The red, boxed PD serves that purpose on the double rate cover to Amsterdam in Figure 7, just as the word "franco" serves the purpose in Figure 4. Many conventions also

indicated that there should be markings to show multiple rates and/or credit and debit amounts between postal services. The reverse of this item shows what might be a “2” in blue crayon which could indicate a double letter rate or it may have another purpose unknown to the author.

*Figure 7.  
Double  
weight letter  
from Paris  
June 3, 1868  
arriving at  
Amsterdam  
the next day.*



*Figure 8.  
Triple weight  
letter from  
Paris on  
June 22,  
1870 arriving  
at Amsterdam  
June 23.*

The “Place de la Bourse” was located in the 2<sup>nd</sup> Arrondissement of Paris, one of twenty sections of the city. This area was a significant banking and business center and the “bourse” referenced the stock trading area known as the Palais Brongniart. The triple letter rate cover in Figure 8 includes a bank statement for a French bank where Luden and van Goens had clearly placed funds and were receiving returns on matured investments. Is it possible that this was part of a process of liquidation for the firm as it looked to close its doors in the

near future? This conclusion is not fully supported because Luden and van Goens maintained a balance with this company even after the transaction.

**Letter Rates - France to the Netherlands  
as of Oct 10, 1836**

<i>Effective Date</i>	<i>Rate</i>	<i>Unit</i>
<i>1st rayon</i>	<i>30 centimes</i>	<i>7.5 grams</i>
<i>3rd rayon</i>	<i>60 centimes</i>	<i>7.5 grams</i>
<i>4th rayon</i>	<i>70 centimes</i>	<i>7.5 grams</i>
<i>5th rayon</i>	<i>80 centimes</i>	<i>7.5 grams</i>

**Letter Rates - France to the Netherlands**

<b>Effective Date</b>	<b>Rate</b>	<b>Unit</b>
Apr 1, 1852	60 centimes	7.5 grams
Apr 1, 1868	40 centimes	10 grams
Jan 1, 1876 (GPU)	30 centimes	15 grams

**Letter Mail from Austria**

The German-Austrian Postal Union (GAPU) insured that rates between Austria and the Netherlands were the equivalent of the most distant rayon in the Prussian rate structure. The 1851 convention between Holland and Prussia maintained the non-linear rate structure effective until the end of 1863. The new postal convention, effective at the beginning of 1864, between the GAPU and the Netherlands placed Austria in the second rayon with a flat rate per 15 grams (or loth).<sup>15</sup>

The Austro-Prussian War of 1866, also known as the Seven-Weeks War (June-August 1866) disrupted mail services to and from Austria during the conflict and for some time after. Mail to and from the Netherlands during the war was required to go via France at a rate that was equivalent to four times the postage when one considers the price per weight was doubled and the weight per rate was halved. Despite the conflict, Austria remained a part of the GAPU afterward and new rates applied on October 1 of 1868 removed the rayon system entirely.

The German railway systems efficiently moved mail from Austria to the Dutch mail entry point at Arnhem via Emmerich, but the Austrian lines were a bit more limited, with most mail entering Bavaria via lines that went through Vienna and Linz before crossing the Austro-Bavarian border. Mail originating in northern Austria would typically go through Prague and enter Saxony near Dresden. Mail from the Tyrol area of Austria could enter Bavaria near Innsbruck. However, once the Brenner Pass was open to rail traffic in 1867, this routing could be selected in southern regions of Austria versus routing through Wien (Vienna) depending on mail train schedules<sup>16</sup>

The letter in Figure 9 to Luden and van Geuns was sent by Bideleux and Company in Triest. Bideleux and Co are listed as bankers in the 1874 *Bankers Almanac* and in the 1871 edition of Dempsey's "*Universal Hand Gazetteer and Route Book*."<sup>17</sup> The item most likely went northeast to Vienna via the mail train

that took the Semmering Pass and then headed west to Bavaria. The 10 kreuzer rate per loth (15 grams) was split between Austria and Germany with 4 kreuzer (equivalent to 1 silbergroschen) being passed to Germany so it could pay the Netherlands its portion of the postage. Austria retained the remaining 6 kreuzer. This rate was effective beginning October 1, 1868 and lasted until June 30, 1875.

Figure 9.  
Letter  
from Tri-  
est, a ma-  
jor port  
city on the  
Adriatic,  
sent Jan-  
uary 24,  
1871 and  
arriving at  
Amster-  
dam on  
January  
28.



#### Letter Mail from Italy

Mail from Italy after the unification process (with the exception of the area around Rome) provides us with an excellent final case study. Clearly, there are no shared borders between the Netherlands and Italy, so mail had to transit one or more countries in order to reach the final destination. The choices for entry into the Netherlands were still via Belgium (Anvers) and via Prussia/Germany (Emmerich). But the process of getting to those locations was a bit more diverse in nature. The first route could be via France and Belgium and a variation on that might be to go through Belgium to Aachen (Prussia) and up to Emmerich. A second route might be to enter Switzerland and continue north through Wurttemberg and Prussia and a final route would be to go through Austria and Bavaria, using the Brenner Pass to Innsbruck or the Semmering Pass to Wien (Vienna).<sup>18</sup>

In order to send mail via another country's postal services, a postal convention needed to exist between either the sending country and the transiting country or the receiving country and the transiting country. Sometimes, but not always, an agreement was also concluded by non-contiguous states, referencing their agreements with transit nations. Details involving routes, exchange offices

and which of the origination or destination countries were to pay for transit services were included in these agreements.

Italy and Holland completed negotiations on a treaty that was signed on October 15, 1867 in which they agreed that mail would either transit France and Belgium or it would go through Switzerland (and thus Wurttemberg and Prussia). Conspicuous by its absence was an Austrian route, despite the opening of the Brenner Pass for rail service in August of the same year. Since Italy had taken Prussia's part in the Seven Week's War and was awarded Venetia as its prize, relations with Austria did not support much in the way of cooperation. The new convention set rates, regardless of route, at 50 centesimi per 10 grams for letter mail from Italy to the Netherlands.<sup>19</sup>



Figure 10. Lettersheet mailed at the Central Station in Livorno on January 7, 1869 and taken by railway to Genoa. Continued by rail the entire route to Amsterdam, arriving January 11.

The first example (Figure 10), illustrates a correct payment of the 50 centesimi rate via France and Belgium. The sender, L Heukensfeldt Slaghek, is listed as Foreign Consul for the Netherlands in Livorno in 1855 and was likely still in that position at the point this letter was mailed. The enclosed letter appears to acknowledge the sale of 'public shares' on behalf of Luden and van Geuns, which confirms that they invested their funds broadly. This letter traveled via the Mont Cenis Railway into France and by rail to and through Belgium on its way to Amsterdam.

The second example (figure 11) shows an overpayment of the 50 centime rate. The route for this item is interesting since there were no completed rail

service lines from Italy to the Netherlands via Switzerland. Rail service could take this item as far as Como (Italy) until it was placed on a Lake Como steamer until it arrived at Colico. From there, it went by coach via the Splügen Pass to Chur. Swiss rail service took this item towards St Gallen where it likely crossed the Boden See on its way to Fredrichshaffen in Wurttemberg. From that point, this letter was able to travel by rail the rest of the way to Amsterdam.<sup>20</sup>



Figure 11. Letter mailed from Branch Office Number 4 in Firenze (Florence) on April 28, 1868. Two segments of the trip were taken using non-railway conveyance methods. Arrived in Amsterdam on May 2.

### The Mysterious Case of the Count

In addition to the opportunity to explore treaty mail to the Netherlands, the items in this correspondence provided a bonus puzzle for my (and your) consideration. On more than one of the items, I have noted a vertical list of numbers on the folded letter sheet. These lists often seem to incorporate what might be a postal marking in blue crayon with additional numbers that may be no more than doodles in ink. Figure 12 shows one example of these numeral.

In this case, the blue “six” is consistent with postal markings that would indicate a “two” in several items from this period of time. It could be a marking indicating the double rate paid which makes it a candidate for a postal marking. For the most part, the rest of the numerals seem to hold no meaning as far as I am able to tell. In other cases of items in this correspondence, I see this blue marking or a blue “three.” I am always open to learning and will gladly accept information that might lead to a solution regarding this puzzle, just as I would

be pleased to hear of additional information or resources that will allow me to continue my education in this area of research.

Figure 12. Note the series of numerals at the left of the opened lettersheet.



### Endnotes

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- <sup>4</sup> *Bankers Almanac for 1874*, American Banknote Company, 1874.
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- <sup>12</sup> *ibid.*, pp 117-125.
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- <sup>15</sup> Neumann, L. & de Plason, A., *Recueil des Traites et Conventions Conclus par l'Autriche*, vol 1, Vienna, 1877.
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<sup>17</sup> Dempsey, J.M. and Hughes, W. eds., *Our Ocean Highways: A Condensed Universal Gazetteer and International Route Book*, Edward Stanford, London, 1871.

<sup>18</sup> *ibid.*

<sup>19</sup> Lagemans

<sup>20</sup> Dempsey

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**Rob Faux** and his lovely bride, Tammy, own and operate a small, certified organic vegetable and poultry farm in the middle of corn and soybean country in the United States. In a prior life, he worked as a Software Engineer and acquired a Ph.D. in Computer Science and Adult Education which he used during his relatively short time as a professor of Computer Science. It is most likely that philatelic circles know Rob for his focus on postal history items that include the use of the 24 cent 1861 U.S. adhesive. He has been building a multi-frame exhibit on this topic and the exhibit most recently received a large gold at the national level. Rob's area of interest has grown over time to include North America and Europe during the 1860s, with 'spill-over' into the surrounding decades and regions.

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**COVER ILLUSTRATION:** Trade card, ca1880, chromolithographed by Burrow-Giles, 20 & 22 Gold St., New York City.

There are more 19th century images of reading letters than writing them, but this advertising trade card, that doubles both as a blotter and as a ruler, shows what must have been a common letter writing scene. Patent medicine advertising made good use of reprinting testimonials to the efficacy of a product. Although it is estimated that many of the encomiums were fictitious, it is clear that many thousands were not. In this parlor scene, a fashionably-dressed matron sits at a handsome desk, writing with a patent pen (not a quill) on an angled surface that would have pulled out of the bottom of the bookcase. Her youngest child is pinning to the edge of the desk a draft of what she might be writing: "Brown's Iron Bitters has cured the whole family of Malaria and as a general tonic we believe has no equal." A bottle of the bitters stands on the desk: "Brown's Chemical Co., Baltimore MD" and another is being proffered by a boy sitting on a footstool to his sister who is holding a doll.

The Brown Chemical Company patented iron bitters in 1878 - 39% alcohol with iron phosphate, calisaya bark, phosphorus, viburnum pruwifolium and coca. The company targeted women - emphasized here by both the subject matter and the "Ladies Blotter." According to the text printed on the blotter side: "As Brown's Iron Bitters is specially adapted to diseases incident to females, we will send in a plain sealed envelope to any lady desiring it, a circular containing testimonials from ladies" - a testimonial like the one being written on the reverse. Other ad copy pointed out that these bitters would not blacken the teeth or give headaches as other iron medicines did.

## American Postal History in Other Journals

By Ken Grant

As many articles on U.S. postal history are published each month, we present a survey of recent publications. There is little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Publications not reviewed here may be sent to the U.S. Associate Editor, Ken Grant at E11960 Kessler Rd., Baraboo WI 53913.

### General Topics

#### Airmail

A cover mailed from New York to Saigon, French Indo-China via France is the subject of Francis J. Crown Jr.'s "'Airmail' to Indo-China." Franked with 44-cents of US postage, the 1936 cover was carried by ship to France, by train from Paris to Marseille, and only then by air to Saigon. *US Spec.* 89 No. 10 (October 2018).

Peter Martin provides background information on and a list of autogiro flights in "Earle Eckel and His 1938 National Air Mail Week Autogiro Mail Flight. *LaPosta* 49 No. 3 (Third Quarter 2018).

"Postal History at the American Philatelic Research Library: The Daniel Hines Air Mail Archive" by Scott D. Tiffney details the library's holding of early air mail material centering on the Bellefonte area. The material includes maps, photographs, logs, handbooks, letters, and research notes among other material. *LaPosta* 49 No. 3 (Third Quarter 2018).

#### Auxiliary Markings

"Customs Duty Markings on Incoming Covers Part Four: A 1950s Correction; The 1960s and Beyond" by John M. Hotchner corrects an error in a previous article covering the 1950s and looks at auxiliary markings on international mail sent to the US in the 1960s. *LaPosta* 49 No. 3 (Third Quarter 2018).

John Hotchner's "Customs Duty Markings on Incoming Covers Part Six: Out-of-the-Ordinary Covers" continues his series, this time showing covers of interest because of "form, location, the cover itself, or other features." *LaPosta* 49 No. 4 (Fourth Quarter 2018).

"Stampless Provisional Covers Having Charge Box or Similar Notations" by Steen M. Roth and John L. Kimbrough addresses the question: does the notation "Charge Box \_\_\_\_" on a stampless Confederate cover preclude the cover being a postmaster provisional? The authors argue, and show several examples which indicate, that such is not the case. *Confederate Phil.* 63, No. 2 (Second quarter 2018).

"Stampless Provisional Covers with Charge Box Markings: Caveat Emptor" by Francis J. Crown, Jr., gives data from the state of Georgia concerning such covers. Whether the presence of charge box markings contradicts the provisional status is, in author Crown's opinion, an open question. *Confederate Phil.* 64, No. 3 (Third quarter 2018).

"Charge and Charged Postal Uses in the Confederacy" by James W. Milgram, MD, concerns outgoing (Charge) letters and incoming (Charged) letters with unpaid postage charged to a post office box. Examples of both manuscript and handstamped markings are illustrated. *Confederate Phil.* 64, No. 3 (Third quarter 2018).

## Civil War

James W. Milgram discusses a seldom seen Civil War postal product in “Portfolio and Package Envelopes of the American Civil War.” These large envelopes contained stationery for use by soldiers and were decorated with patriotic images. LaPosta 49 No. 3 (Third Quarter 2018).

Patricia A. Kaufmann presents her research on a prisoner of war cover sent from Johnson’s Island in “Stephen Alpheastus Corker: Politics Runs in the Family.” Corker sent the cover to his wife Margaret, and over a century later, Corker’s great-great grandson acquired the cover from the author. LaPosta 49 No. 3 (Third Quarter 2018).

A cover posted from Lexington, GA to Port Hudson, LA is the subject of Douglas N. Clark’s “The Yankees are Coming!” A pencil inscription on the back notes that the cover was from a wallet buried by confederates when Port Huston was evacuated. Ga. Post Roads 26 No. 4 (Fall 2018).

Ted O. Brooke examines Confederate covers either mailed from or to Stone Mountain held in the collection of a member of the Georgia Postal History Society. He provides biographical information where possible on the senders and addressees. Ga. Post Roads 27 No. 1 (Winter 2019).

Phil Eschbach in “Madison, Florida Civil War Adversity Covers” illustrates a “turned” cover as well as others made from court documents, wallpaper, and brown paper “oatmeal” covers. Flor. Post. Hist. Jour. 26 No. 1 (January 2019).

“A Philatelic Snapshot of the Civil War from a Soldier at Camp Morgan Near Pensacola, Florida” by Christine C. Sanders looks at a cover mailed from a Union occupation post office by a member of the 7<sup>th</sup> Vermont Infantry. Flor. Post. Hist. Jour. 26 No. 1 (January 2019).

“Camp Chase Prisoner of War Archie Livingston” by Patricia A. Kaufmann focuses on a cover sent by a Confederate prisoner of war from Florida held in a northern camp. LaPosta 49 No. 4 (Fourth Quarter 2018).

“When did the Civil War end?” is raised and explored by author Harvey S. Teal. A series of South Carolina U.S. covers from the mid-1860s are illustrated to show how they resemble Confederate uses. *Confederate Phil.* 64, No. 4 (Fourth quarter 2018).

## Free Franks

“President John Tyler, The Accidental President” by Jesse I. Spector provides background on Tyler and includes a number of free frank covers. LaPosta 49 No. 4 (Fourth Quarter 2018).

## Post Offices

Steven J. Bahnsen shares fourteen photographs of post offices taken between 1992-2018 in “Iowa Post Offices.” LaPosta 49 No. 4 (Fourth Quarter 2018).

## RPOs/TPOs

Rick Kunz has a warning about strengthened postmarks in his “Things Aren’t Always What Someone Else Thinks! The cover in question had a strengthened “Roanoke & E. Grove RPO,” but when erased shows a postmark from “Fox Lake & E(agle) Grove RPO.” Trans. Post. Coll. 70 No. 1 (November 2018-January 2019).



“Highway Post Offices: Pasco & Yakima HPO MPOS # 194 Chronological # 234” by William Keller provides maps, schedules, and covers serviced along this Washington State route. *Trans. Post. Coll.* 70 No. 1 (November 2018-January 2019).

Douglas N. Clark illustrates thirty-six previously unrecorded railroad postmarks in his continuing column “Unlisted Railroad Postmarks.” *Trans. Post. Coll.* 70 No. 1 (November 2018-January 2019).

“A Rare Aerogramme HPO to Java” by Peter Martin notes the rare 1946 HPO aerogramme with a Charlotte & Asheville, NC cancel and a destination of Java in the Netherland East Indies. *LaPosta* 49 No. 4 (Fourth Quarter 2018).

### **Waterways**

“Steamer Judge Fletcher, a Confederate Steamboat” by James W. Milgram, MD outlines the history of the boat and illustrates four freight bills and three covers. One of the covers is a Confederate Soldier’s cover with printed advertising for the Judge Fletcher and the others are post-war covers carried by the boat. *Confederate Phil.* 63, No. 1 (First quarter 2018).

### **World War I**

C. Wood presents a cover mailed from Bordeaux, France to Detroit Michigan in “A WWI Cover with a Michigan Connection.” Additionally, the cover was mailed on Armistice Day, November 11, 1918. *Peninsular Phil.* 60 No. 3 (Fall 2018).

“Transporting the AEF in WWI from Hoboken to Brest & the 100<sup>th</sup> Anniversary of the Torpedoing of the USS Covington (July 1918)” by Lawrence B. Brennan provides background on the loss of the USS *Covington* on its return to the Port of New York. *NJPH* 46 No. 4 (November 2018).

### **Stamps**

Gutter pairs are two stamps spanning the space between the impressions of two printing plates. The Athens, Georgia, Confederate provisional adhesives were printed from a “printing base,” consisting of two subjects, so a gutter pair for such a stamp, according to author Francis J. Crown, Jr., is therefore a pair of impressions coming from different impressions of the printing base. “Athens, Georgia, Provisional Gutter Pairs,” *Confederate Phil.* 63, No. 1 (First quarter 2018).

### **Geographic**

#### **Alabama**

Montgomery, Alabama to Greenville, SC correspondence in the spring and fall of 1861 is the subject of “‘Do you fall within the 5 cents or not’: Thomas Welsh’s Post Office, Montgomery, Alabama.” Four covers from the correspondence show that Montgomery Postmaster Walsh sometimes charged 5¢ (the rate per half ounce for under 500 miles) and 10¢ (the rate for over 500 miles). *Confederate Phil.* 64, No. 3 (Third quarter 2018).

#### **Alaska**

A 1940 cover mailed from Kodiak, AK to Los Angeles and carried on the Cordova & Kodiak RPO is the subject of Don Glickstein’s “1940 Alaska Postal Card Has Tie to

Mentalphysics.” The writer sought information on Mentalphysics, a program developed by Edward John Dingle. *LaPosta* 49 No. 3 (Third Quarter 2018).

#### **Florida**

Thomas M. Lera’s “Natural Bridge, Florida Post Offices” provides a history of the Econfinia (Natural Bridge) and Natural Bridge post offices, two discontinued post offices. *Flor. Post. Hist. Jour.* 25 No. 3 (September 2018).

“Woodstock, Florida Cover” by Deane R. Briggs looks at a small cover sent to Baltimore bearing an Advertised Due marking. Briggs shows mail sent from Woodstock Mills also located in Nassau County, Florida. *Flor. Post. Hist. Jour.* 25 No. 3 (September 2018).

Phil Eschbach provides biographical information on Louis Napoleon Murat in his “Lipona and Its Postmaster, Achille Murat.” Murat established a post office at his plantation, Lipona, in 1828 and continued in operation until he died in 1847. *Flor. Post. Hist. Jour.* 25 No. 3 (September 2018).

“Milton, Florida, Earliest Known Letter” by William H. Johnson presents background information on an 1840 cover with free frank of then postmaster Stephen Gale. *Flor. Post. Hist. Jour.* 26 No. 1 (January 2019).

The history of airmail between Cuba and Florida is the subject of Juan L. Riera’s “Key West, Florida – Pioneering Center of Aviation Postal History.” The article illustrates Cuban philatelic material commemorating the Rosillo Key West to Habana flight. *Fla. Post. Hist. Jour.* 26 No. 1 (January 2019).

#### **Georgia**

“Cave Post Offices in Georgia – Part 2” by Thomas M. Lera focus on the Cave Spring(s), Georgia Post Office. The article is illustrated with a wealth of Cave Spring(s) covers with varying cancelations. *Ga. Post Roads* 26 No. 4 (Fall 2018).

Bill Baab illustrates four Augusta Georgia Cracker Tobacco covers in his article “Rare Augusta, Ga. Chewing Tobacco Cover.” The author believes the four covers show represent all of the advertising covers of that design that exists. *Ga. Post Roads* 26 No. 4 (Fall 2018).

Michael Wing in “1814 Milledgeville, Ga. Insight into War of 1812” looks at a cover sent from George B. Kerr of the Georgia Militia to correct an accounting error with the US government and the length of time taken to settle the particular debt. *Ga. Post Roads* 26 No. 4 (Fall 2018).

The fire at the Winecoff Hotel in Atlanta in which 119 people died is the subject of Michael Wing’s “Absolutely Fireproof.” The hotel was believed to be fireproof because its interior construction and steel floor supports were non combustible. *Ga. Post Roads* 27 No. 1 (Winter 2019).

“Double Rate, Underpaid, and Forwarded” by Francis J. Crown, Jr. looks at an unusual cover mailed between sometime between 1853 and 1854. *Ga. Post Roads* 27 No. 1 (Winter 2019).

Francis J. Crown, Jr.’s “Georgia on Covers” looks at a cover mailed from Griswoldville, GA to Scuppernon, NC and forwarded to Healing Springs, VA. *Ga. Post Roads* 27 No. 1 (Winter 2019).

Blowing Cave, GA is located on a map by author Thomas M. Lera, its postmasters are listed and two covers, prewar and Confederate, are shown. "Georgia Post Office – Blowing Cave." *Confederate Phil.* 64, No. 4 (Fourth quarter 2018).

#### **Illinois**

Rodney A. Juell's "The Joy of Philately" examines a cover mailed from Chicago, IL to Rossie, IA containing form 3540 of the Post Office Department, "Notice to Sender of Undelivered Mail." *US Spec.* 89 No. 12 (December 2018).

#### **Iowa**

Jim Leonardo continues his census of 1869 Iowa covers in "1869 Pictorial Issues on Iowa Covers, Part 5" beginning with Orleans through Washington. *Ia. Post. Hist. Soc.* No. 286 (July, August, September 2018).

Steve Bahnsen reports on the opening of a new post office in "Council Bluffs Has New Post Office." *Iowa Post. Hist. Soc.* No. 286 (July, August, September 2018).

"The Royal Neighbors of America" by Jim Peterson provides background on a advertising cover from that organization mailed from Council Bluffs, IA. The Royal Neighbors of America is an insurance company operated by and for the benefit of women. *Ia. Post. Hist. Soc.* No. 286 (July, August, September 2018).

#### **Massachusetts**

"And the Brand Played On – America's Centenarian Enterprises – The Singer Corporation" by Roger Brody focuses on the Singer sewing machine company history as well as discussing a cover sent by the company during WWI and paying the wartime 3-cent rate. *US Spec.* 89 No. 12 (December 2018).

#### **Michigan**

"Newago/Newaygo – What's Up?" by Ray Shovoly presents another cover with Newaygo spelled without the "y." Peninsular philatelists are working to identify the dates during which this alternate spelling were used. *Peninsular Phil.* 60 No. 3 (Fall 2018).

Cary E. Johnson in "Stony Lake, A Michigan Non-Standard Postmark" presents a 1937 cover with a straight line Stony Lake cancel along with an additional 7-bar killer. *Peninsular Phil.* 60 No. 3 (Fall 2018).

A Detroit, MI cancel on a 1904 advertising cover connects the mail piece to Michigan in David A. Stanbury's "The Elmore Family Car 1904." The Elmore was not manufactured in Detroit, but the cover shows that the firm of Young & Miller served as a dealership. *Peninsular Phil.* 60 No. 3 (Fall 2018).

#### **Mississippi**

"Confederate Ten Cent Soldier's Due Mourning Cover" by Dave Savadge deals with an 1863 cover from Rodney, MS to Parks, AR. Writer and addressee are identified and discussed. *Confederate Phil.* 63, No. 1 (First quarter 2018).

Three Confederate covers with Jackson, MS straight line postmarks constitute "Additions to the Jackson, Mississippi, Large Straight-Line C Survey" by Dave Savadge. *Confederate Phil.* 63, No. 1 (First quarter 2018).

### **Missouri**

“Newspapers and the Mail in Missouri 1832 to 1855” by Diane DeBlois and Robert Dalton Harris provide background information on special post offices to expand postal service during that period. The authors provide lists of Missouri newspapers as well as maps showing counties with newspapers and special postal routes. LaPosta 49 No. 3 (Third Quarter 2018).

Roger Brody features a post card mailed from St. Louis in his article, “And the Brand Played On - America’s Centenarian Enterprises - Anheuser-Busch.” Brody’s series focuses on businesses that have remained in business for 100 years or more. US Spec. 89 No. 11 (November 2018).

### **Montana**

“1940 New York World’s Fair Employee Interned” by Louis Fiset examines a cover mailed to Italy and returned to the sender who was interned at Fort Missoula, MT. The cover is postmarked November 21, 1941 from Missoula. LaPosta 49 No. 4 (Fourth Quarter 2018).

### **New Hampshire**

“The Post Offices of Danville, New Hampshire” provides background information on the four post offices of the area: Hawke, Danville, South Danville, and North Danville. The author provides lists of postmasters as well as images of Postal Route Maps. Granite Posts 30 No. 3 (Summer 2018).

“The Post Offices of the Stark, New Hampshire Area” provides information on Stark, Stark Water Station, Stark Water, Crystal, and Percy. The author lists postmasters for these communities and includes a graph of postmaster compensation from 1835 to 1911. Granite Posts 30 No. 4 (Fall 2018).

### **New Jersey**

Robert G. Rose in “New Jersey’s Most Valuable Cover” reports that a cover with a 4-cent imperforate stamp with Schermack Type III perforations brought \$130,000 before auction house fees. The cover was mailed from Sicklerville, NJ to Detroit, MI. NJPH 46 No. 4 (November 2018).

“Belvidere, Warren County, NJ” by Gene Fricks provides a history of that settlement beginning in 1726. Included is a list of postmasters. NJPH 46 No. 4 (November 2018).

Donald A. Chafetz continues his series on Morris County, NJ with “Mail Received from Abroad to Morris County, Part 10: Amsterdam to Morristown.” NJPH 46 No. 4 (November 2018).

John Lupia provides biographical information and postal history connected to Edward Boker Sterling in “Edward Boker Sterling, New Jersey Philatelist & Dealer.” NJPH 46 No. 4 (November 2018).

Jean Walton focuses on the Sussex County post office of Beaver Lake in “Hometown Post Offices: The Beaver Lake Post Office.” NJPH 46 No. 4 (November 2018).

### **New Mexico**

James Weigant’s “A ‘Message in a Bottle’” discusses the travels of a 1912 cover mailed from Springer, New Mexico and address to Capetown, South Africa with a request

that the letter be forwarded to Hong Kong, San Francisco, and Springer if uncalled for. LaPosta 49 No. 4 (Fourth Quarter 2018).

#### **New York**

Jesse I. Spector, Robert L. Markovits, and John Donnes delve into the background of an overpaid letter in “Lyman Hotchkiss Bagg – The Man and the Cover.” LaPosta 49 No. 3 (Third Quarter 2018).

“A Beautiful eBay Hit and Miss” by Daniel S. Pagter discusses the rate of a partial wrapper sent from New York, NY to Helsinki, Finland by Special Delivery Air Letter. Examining the wrapper, Pagter determines that there were three additional stamp missing from the mail-piece. US Spec. 89 No. 12 (December 2018).

Roger Brody looks at the Nabisco Company in his series “And the Brand Played On – America’s Centenarian Enterprises – Nabisco.” In addition to providing historical background on the company, Brody discusses a 1905 cover mailed from the Nabisco office in Buffalo, NY at the drop mail rate. US Spec. 90 No. 1 (January 2019).

#### **North Carolina**

“A Newly Discovered Mount Pleasant, NC, Confederate Postmaster Provisional” cover, together with a “fantasy” cover with datestamp apparently from the same device are illustrated by author Tony L. Crumbley, *Confederate Phil.* 64, No. 3 (Third quarter 2018).

“Lenoir Provisionals – A Newly Recognized Paper Variety” by Patricia A. Kaufmann refers to paper with narrowly spaced vertical blue lines as opposed to a combination of wider spaced vertical red lines with additional horizontal red lines *Confederate Phil.* 63, No. 1 (First quarter 2018).

Postmarks of North Carolina towns named after colleges located there are the subject of “Non-Advertising Confederate College covers of North Carolina” by Tony L. Crumbley. College advertising covers are already listed in the latest Confederate States Catalog and Handbook. *Confederate Phil.* 63, No. 2 (Second quarter 2018).

#### **Pennsylvania**

William R. Schultz provides background on a cover mailed from Downingtown, PA to London, England, and eventually Territet, Switzerland in “A ‘Television Version’ of the Five-Cent Lincoln on a 1907 Cover.” LaPosta 49 No. 3 (Third Quarter 2018).

“Mrs. Gillespie and the Great Central Fair of 1864” by Gus Spector provides background on Gillespie’s service as postmistress of the Civil War sanitary fair held in Philadelphia to support union soldiers. Pa. Post. Hist. 46 No. 4 (November 2018).

A cover carried aboard a ship involved in the slave trade is the subject of Rick Leiby’s “Schooner Wanton 1806.” Pa. Post. Hist. 46 No. 4 (November 2018).

Rick Leiby’s “St. Vincents, Pa. (Westmorland County) focuses on a single cover mailed from St. Vincents, PA to Breslau, Germany some time during the 1860s. The post office was in operation from 1860-1870. Pa. Post. Hist. 46 No. 4 (November 2018).

A cover addressed to Gen. D. Reynolds and forwarded from Carlisle to Shippensburg, PA motivated Daniel M. Telep to research the recipient in “The Mystery of General David Reynolds, 1814-1898.” Pa. Post. Hist. 46 No. 4 (November 2018).

“3<sup>rd</sup> Update on Pennsylvania Manuscript Markings, Part IV” by Tom Mazza lists manuscript markings from Blair and Bradford counties. *Pa. Post. Hist.* 46 No. 4 (November 2018).

“1904 Postcard from Canada to Philadelphia Disinfected and Forwarded to Shoff, Pa by Norman Shachat determines that the card was likely disinfected by the Philadelphia PO rather than the small Shoff PO, the disinfected marking matching that known used by Philadelphia. *Pa. Post. Hist.* 47 No. 1 (February 2019).

Philadelphia advertising covers featuring images of horses are the subject of Gus Spector’s “Horse-ing Around in Philadelphia.” *Pa. Post. Hist.* 47 No. 1 (February 2019).

Daniel M. Telep discusses covers sent by a representative of the Pennsylvania House who later was elected to the federal House of Representatives in “The Joseph Lawrence Correspondence, 1830-1842.” *Pa. Post. Hist.* 47 No. 1 (February 2019).

William R. Schultz analyzes the cancels and auxiliary markings of a cover sent from Dowingtown, PA to London England and eventually forwarded to Territet, Switzerland in “‘Television Version’ of a 5-Cent Lincoln on 1907 Transatlantic Cover.” *Pa. Post. Hist.* 47 No. 1 (February 2019).

“3<sup>rd</sup> Update on Pennsylvania Manuscript Markings, Part V” by Tom Mazza looks at Bucks County, PA. *Pa. Post. Hist.* 47 No. 1 (February 2019).

### **South Carolina**

Beaufort, SC Confederate covers with handstamped PAID 5 are illustrated by author Harvey S. Teal, who shows that they represent “New CSA Provisionals from Beaufort, S.C.” *Confederate Phil.* 64, No. 4 (Fourth quarter 2018).

Cokesbury, South Carolina and its resident “Maurice Strauss: Merchant, Philanthropist, Postmaster” occupy an article by Kathy Staples. Two Confederate covers with relevant corner cards are illustrated. *Confederate Phil.* 63, No. 1 (First quarter 2018).

Darlington C.H., SC cover with Confederate stamps removed, revealing a handstamped, boxed PAID 3 is illustrated by author Harvey S. Teal. The original cover, before the stamps were applied would be an example of an unused “New Darlington C.H., S.C. Confederate Provisional.” *Confederate Phil.* 64, No. 4 (Fourth quarter 2018).

Limestone Springs, S.C. stampless cover, dated July 1, 1861, with handstamped PAID/5 and town datestamp is illustrated by author Harvey S. Teal. According to the author, the CDS was previously unknown on Confederate stampless or provisional covers. “An Unlisted Limestone Springs, South Carolina Cover,” *Confederate Phil.* 64, No. 3 (Third quarter 2018).

“Privateer Vessels and Prize Court Covers” by James W. Milgram, MD, contains a “List of Confederate vessels or vessels engaged in Contraband trade!” (as of ca. October 1862) and illustrations of several prize court covers. *Confederate Phil.* 64, No. 3 (Third quarter 2018).

### **Tennessee**

Nashville, TN Postmaster W.D. McNish was ordered on June 10, 1861, by the U.S. Post Office Department, to discontinue the Nashville post office. On June 12, McNish declared that his post office had become a Confederate office, although Tennessee was

not admitted to the Confederacy until July 2. Beginning June 13, McNish operated his office as a Confederate post office. A cover postmarked that date, with PAID 5 (Confederate rate) is illustrated. Francis J. Crown, Jr., "The Transition of the Nashville Post Office," *Confederate Phil.* 63, No. 1 (First quarter 2018).

"Ornamented mortised handstamp of Jordans Valley, Tennessee, as independent state." is illustrated in an article by James W. Milgram, MD. *Confederate Phil.* 64, No. 3 (Third quarter 2018).

### Utah

Steven Bahnsen presents 16 photographs of "Utah Post Offices" taken between 1987 and 2013. *LaPosta* 49 No. 3 (Third Quarter 2018).

### Washington

"A Fraudulent Cancellation from the Alaska Yukon Pacific Exposition" by Kirk Andrews reveals the existence of two fraudulent Exposition Station cancels. Identifying marks of the cancellation are noted. *LaPosta* 49 No. 3 (Third Quarter 2018).

### Journal Abbreviations

Fla. Post. Hist. Jour. = *Florida Postal History Journal*, Deane R. Briggs, 2000 N. Lake Eloise Dr., Winter Haven, FL 33884.

Ga. Post Roads = *Georgia Post Roads*, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

Granite Posts = *Granite Posts*, publication of the New Hampshire Postal History Society, edited by Terence Hines, Box 629, Chappaqua, NY 10515-0629, [terencehines@aol.com](mailto:terencehines@aol.com).

Ia. Post. Hist. Soc. Bull. = *Iowa Postal History Society Bulletin*, Box 1375, Dubuque IA 52004.

La Posta = *La Posta: The Journal of American Postal History*, Box 6074, Fredericksburg VA 22403.

NJPH = *NJPH The Journal of New Jersey Postal History Society*, 18 Balbrook Dr., Mendham NJ 07945.

Pa. Post. Hist. = *Pennsylvania Postal Historian*, 382 Tall Meadow Ln., Yardley PA 19067.

Peninsular Phil. = *The Peninsular Philatelist*, 244 Breckenridge West, Ferndale MI 48220.

Trans. Post. Coll. = *Transit Postmark Collector*, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

US Spec. = *The United States Specialist*, 951 Rose Court, Santa Clara CA 95051.

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### Postal History Society Officers & Board of Directors

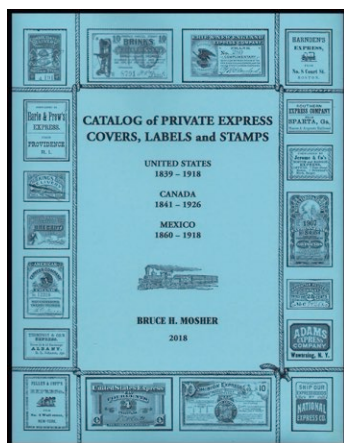
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	Sandeep Jaiswal	<a href="mailto:sj722@aol.com">sj722@aol.com</a>
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	Terence Hines	<a href="mailto:terencehines@aol.com">terencehines@aol.com</a>
	Yamil Kouri	<a href="mailto:yhkouri@massmed.org">yhkouri@massmed.org</a>
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	Rob Faux	<a href="mailto:gff@genuinefauxfarm.com">gff@genuinefauxfarm.com</a>
	Steve Swain	<a href="mailto:swain.steve9@gmail.com">swain.steve9@gmail.com</a>



## Private Expresses, a review

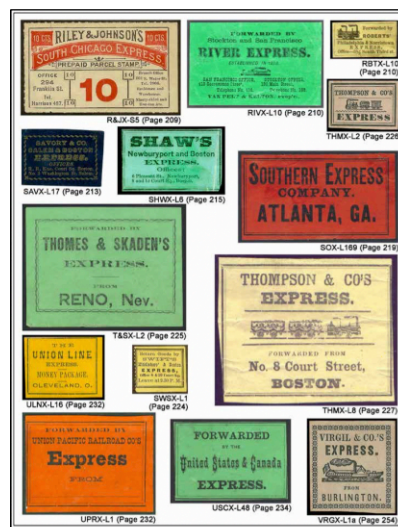
*Catalog of Private Express Covers, Labels and Stamps, United States 1839-1918; Canada 1841-1926; Mexico 1860-1918*, by Bruce H. Mosher, 2018. 508 page, paperback, 140 color illustrations. \$75 + \$5 shipping U.S.; \$35 Canada; \$30 rest of world. P.O. Box 33236, Indialantic FL 32903.

Author/publisher Bruce Mosher, for this second edition (first was 2002) of his catalog of North American private expresses, has melded information from dozens of collectors, auction catalogs, and the work of deceased pioneer reporters and collectors. This was a huge cataloging endeavor, and an important one for uniting the North American coverage - Mexico appears cataloged for the first time.

To remind us of the reason for the variety of material, the author provides: "As part of their normal business operations, many of the 1839 to 1918 North American (i.e., American, Canadian and Mexican) private parcel/mail express companies/businesses (plus scores of associated parcel delivery, special delivery and messenger businesses) issued adhesive labels that were used to identify and geographically locate a number of their express services. Additionally, some of the larger companies issued adhesive stamps that enabled customers to prepay for delivery services of qualifying express goods. Many of these companies also utilized preprinted express envelopes that exhibited their business corner cards, business advertisements, relevant scenic images and prepaid franks."

To aid in distinguishing similar labels (such as the American Express Company Postage Two Cents Paid) the author has provided "identifiers" (in this case, location of dots and spacing among fleurs). To aid in identifying businesses, he provides a two-part index tabulating the more obvious titles plus the acronyms of over 850 companies along with an alphabetical listing of the catalogued company acronyms. Also included are interesting ancillary illustrations, and hundreds of relevant literature references.

The catalog is a pleasure to use - the illustrations and instructions of how to find material are clear. In the preface, Mr. Mosher notes that these cataloged pieces of evidence provide a story of 19th century commerce that is seldom taken seriously by philatelists or academic historians. This work provides a good tool to start.



## Foreign Postal History in Other Journals

### Rob Faux, Associate Editor

Both general and specialized philatelic periodicals often publish good foreign postal history articles which non-subscribers might miss. This compendium seeks to list and briefly describe as many such articles as we can. If you know of a journal our group should be reviewing, please let the editor know: [gff@genuinefauxfarm.com](mailto:gff@genuinefauxfarm.com).

#### General Topics

##### Air Mail

Anthony Camilleri, "The Zeppelin," includes a full history of the airships, and illustrates with photographs, postcards, cachets, flight mail, and rare examples of mail carried by Zeppelin to Brazil, including one that missed the ship. *Journal of the Malta Philatelic Society*, August 2018.

##### Consular Mail

Lester C. Lanphear III, "Department of State: Inbound Consular Mail to Family Members, 1873-1884" gives an overview of diplomatic pouch mail protocols and illustrates examples from 1835 to 1883 (and from The Hague, Constantinople, Saxony, Paris, London, Jamaica, Bolivia, Seychelles Islands) along with a huge census of known covers franked with official stamps of the Department of State, arranged by country of origin. *The Chronicle* August 2018 Vol 70 No 3 Whole No 259.

##### Polar

The discovery, exploration, expedition and mail related to the French south pole territory of Terre Adélie is thoroughly covered by Serge Kahn in "Terre Adélie, La France de L'Extreme" *Documents Philateliques*. No. 238, 4<sup>e</sup> Trimestre 2018, pp. 14-23.

##### Ship Mail

John Barwis in "Postal History of the Cope Line of Philadelphia-Liverpool Packets" gives a well-researched and complete overview of the Cope line of packets that sailed sporadically between Philadelphia (Thomas P. Cope was president of the Mercantile Library Co. of Philadelphia) and Liverpool 1806-1821, and then monthly 1822-1862, after which the schedule was reduced and eventually ended in the 1870s. Examples of letters carried and a huge table of voyages 1815 to 1873. *The Chronicle* August 2018 Vol 70 No 3 Whole No 259.

##### World War I

Phil Albright, "An American Officer's Tour of Duty Through Poetry and Parable," quotes from the poetry and prose preserved in an archive of mail sent from Lt. Francis Wolle of Boulder CO to his mother. Wolle, who died in 1979 at the age of 90, served in France from July 1918 through a stint at the Sorbonne as part of the postwar AEF American University. Illustrations show groupings of his letters and cards. *Collectors Club Philatelist*, November-December 2018, Vol 97 No 6.

##### World War II

"Some Examples of Early World War II Military Censorship," by Nick Guy, uses eight censored military mail covers originating in British East Africa to indicate the

breadth of operations to censor the mails in the early years of the war. *B.E.A.—The Bulletin of the East Africa Study Circle*, Vol. 22, No. 120, Sept. 2018, pp. 66–69.

## Geographic Location

### Africa

**CORRECTION:** The entries for the final two article summaries on East Africa on p. 58 of the June 2017 issue (No. 167) of the *Postal History Journal* have the incorrect issue number noted. They appeared in Vol. 21, No. **115**, Jan. 2017, of *B.E.A.—The Bulletin of the East Africa Study Circle*.

“Edith Furley and Marcus Falloon,” by Jonathan Smalley, presents a cover sent by one of the first British women to travel to Uganda to the well-known chaplain who served in Nairobi 1904–1916. An analysis of the cover’s auxiliary markings from 1898 traces the combination cover’s extended journey from Kampala to Mombasa to Zanzibar to Dover, England. *B.E.A.—The Bulletin of the East Africa Study Circle*, Vol. 21, No. 116, May 2017, pp. 27–29.

“Post Office Postal Stationery Wrappers of Zanzibar: An Analysis of Supply and Demand and Postal History Aspects,” by Dr. John K. Curtis, FRPSL, summarizes and analyzes the eBay listings of used postal stationery wrappers. The comprehensive list of distinctly different wrappers includes 257 examples appearing since September 2003. *B.E.A.—The Bulletin of the East Africa Study Circle*, Vol. 21, No. 116, May 2017, pp. 30–36.

“The Goldfields Services of East Africa 1935–1939—Part 1,” by Peter Wingent, sketches out the development of airways-based mail service to mining towns in western Kenya and Tanganyika and displays covers, route maps, and airline schedules. *B.E.A.—The Bulletin of the East Africa Study Circle*, Vol. 21, No. 116, May 2017, pp. 37–43.

“Tanganyika Travelling Post Offices—Part 6,” by Eric Coulton, continues an illustrated study of Tanganyika’s TPOs that transported mail between Daressalaam and the inland destination of Tabora from 1934 to 1959. This installment summarizes the work of the third TPO on the Central Line connecting the two locales. *B.E.A.—The Bulletin of the East Africa Study Circle*, Vol. 21, No. 116, May 2017, pp. 44–46.

“George Percy Cutress (1895–1965),” by Jonathan Smalley, presents a portrait of the philatelic labors of the title figure by intertwining census data, historical references, and a collection of the figure’s personally prepared covers. *B.E.A.—The Bulletin of the East Africa Study Circle*, Vol. 22, No. 118, Jan. 2018, pp. 5–12.

“Birds on Stamps of Kenya: ‘1993 Definitive Issue from Concept to Conclusion and Beyond’,” by Stuart Ross, traces the designs of a modern series of stamps through the process of issuing and extending a workhorse stamp series. Images of original designs figure prominently. *B.E.A.—The Bulletin of the East Africa Study Circle*, Vol. 22, No. 118, Jan. 2018, pp. 13–23.

“Tanganyika Travelling Post Offices—Part 7,” by Eric Coulton, completes the author’s study of Tanganyika’s travelling post offices (TPOs) deployed on the Central and Northern Railways. This installment surveys the Tanga–Moshi, Kilimanjaro, and Moshi–Voi TPOs. *B.E.A.—The Bulletin of the East Africa Study Circle*, Vol. 22, No. 119, May 2018, pp. 36–41.

“Tanganyika Travelling Post Offices—Part 8,” by Eric Coulton, extends his long-running study to review the work of railway postal agencies ending with independence on 9 December 1961. This section updates a 1986 study and incorporates color images of covers. *B.E.A.—The Bulletin of the East Africa Study Circle*, Vol. 23, No. 121, Jan. 2019, pp. 1–9.

“The Design, Production and Varieties of Zanzibar’s 1963 Independence Issue,” by Robin Fieth, uses production archives to uncover the chronological details of the artistry and printing of the four stamps released on 10 December 1963, the day of Zanzibar’s independence. Illustrations include rough designs, proofs, and approved bromides. *B.E.A.—The Bulletin of the East Africa Study Circle*, Vol. 23, No. 121, Jan. 2019, pp. 11–17.

“Registration Labels of Post-Colonial Tanganyika and Tanzania,” by David M. Frye, presents the first of a two-part survey of registration labels used after independence on 9 December 1961. The review develops a label typology that distinguishes labels by physical and textual characteristics. *B.E.A.—The Bulletin of the East Africa Study Circle*, Vol. 23, No. 121, Jan. 2019, pp. 18–23.

#### **Australia**

See under Japan.

#### **Austria**

See Czechoslovakia.

#### **Belgium**

“East African Connections to Baarle-Hertog—A WWI Belgian Postal Intermediary,” by Bill Clark, narrates the author’s unraveling of the clues in addressing, postmarks, and auxiliary markings that reveal a wartime postal network that engaged in letter smuggling. *B.E.A.—The Bulletin of the East Africa Study Circle*, Vol. 22, No. 120, Sept. 2018, pp. 57–60.

#### **Canada**

Gary W. Steele OTB’s article was featured on the cover of *BNA Topics* Whole # 557, Vol 75 #4 . “The orange 8cts stamps of the 1930s issues, paying the 5cts first ounce and 3cts second ounce surface UPU rates” tells the story of stamps issued to meet the need of new UPU rates from 1 July 1930, reducing the cost of the first ounce from 8cts to 5, and the second ounce from 4cts to 3. Additionally, the color was changed to orange to comply with UPU recommendations. 10 examples are illustrated, and Steele points out that these usages are rare indeed.

Also in *BNA Topics* Whole # 557, Vol 75 #4 Chris Ellis, Robert Lemire, Pierre Gauthier and William Walton offer a team effort review article of “The mysterious postal stationery card Webb Catalogue #P18b: New Discoveries and Insights, Part 1”. They nicely orient the reader to the origin and rule governing the private printing of advertising on the address side of the 1898 One Cent Red Leaf postal card. Early sightings of a rare variety, the P18b, which has a different address space delineation, are recounted along with controversies about its origin. Out of millions of the P18 card, only 19 examples are reported. These are shown and reviewed by the authors. Their

product is nicely annotated and referenced. This is an expertly done summation of current knowledge.

Peter Martin, "Canada's embossed excise revenue stamps" offers regulatory background, types of imprints 1862-1902, and examples on different types of document. A thorough bibliography. *The Congress Book* 2018.

"A Pioneer Naturalist's Trial and Tribulations with the Mail Service in Coastal British Columbia, 1890 through the Early 1900's." Spencer Sealy reviews the transcripts of letters from Reverend Keen, an Anglican Missionary and devoted naturalist. The letters delineate the difficulty of sending and receiving mail on the Queen Charlotte Islands (Haida Gwaii). Rev. Keen was near Skidegate 1890-1898, and there are no examples from this period shown. Postal cards from his tenure on the mainland 1899-1914 are illustrated. The article presupposes a knowledge of mail services in the Canadian Pacific region. *Postal History Society of Canada Journal*, Nov 2018, pp 9-22.

"More letters between Drummond Island and Upper Canada" by Robert Toombs, David Hobden and Gray Scrimgeour. In a tidy, easily readable article, the authors add to the list of letters from Drummond Island. The time period, just after the Treaty of Ghent ends the War of 1812, is interesting as Canadian interests were slow to remove themselves from American Territory. *Postal History Society of Canada Journal*, Nov 2018.

"My Favourite Combination Covers" by Larry Margretish. The author shows 3 modern letters with stamps of more than one country. *Postal History Society of Canada Journal*, Nov 2018.

"Postal History of Alberta: The Caroline District" by Dale Spiers. The author reviews the history of Post Office in this part of Alberta. One modern letter is shown. *Postal History Society of Canada Journal*, Nov 2018.

"Business Mail of the E.G. Prior and Company" by Morris Beattie. Multiple advertising letters are illustrated. The letters are coordinated with the peregrinations of Edward Prior's career in business and Government. *Postal History Society of Canada Journal*, Nov 2018.

### **Cuba**

Fernando Iglesias's illustrated census of the First Day Covers of the first Cuban stamps, canceled on April 25, 1855, and the history of the steamer that carried most of them. Though much of the article focuses on the history of the steamer and its use as a mailboat by two countries, it also discusses Cuba's first issue, used for both domestic and international mail. "Cuba's First Day and First Postage Stamp and the Steamer Conde de Regla" *The Cuban Philatelist*. No. 84, Sep-Dec 2018, pp. 22-25.

Dr. Luis T. Gonzalez del Valle covers the Insurgent stamps issued by the Cuban Revolutionary government during the War of Independence, 1895-1898. The article is an in-depth study of the stamps from both a philatelic and political viewpoint. The author's research shows that the stamps were used for mail and the article provides details of covers with the insurgent stamps. Period newspaper articles and postal regulations support the premise of valid postal use of this issue. "Reception to the Rescue: The

Ambiguous Historiography of an Issue of Insurgent Stamps” *The Cuban Philatelist*. No 84, Sep-Dec 2018.

#### **Czechoslovakia**

In “Postal Operations in the Austro-German Provinces of Czechoslovakia 1918-1919” (*The London Philatelist*. Vol. 127, No. 1460, November 2018, pp. 431-443), Lubor Kunc describes the postal service in those territories during and after the end of the brief Austrian administration. It is profusely illustrated with covers, cards, documents, tables and a map.

#### **France**

Patrick Walter shows outgoing mail from the besieged territory of Neuf-Brisach during the Franco-German War of 1870 in “Neuf-Brisach: Le Point Sur le Siège de 1870 et le Courrier Sori Pendant ces évènements” *Documents Philateliques*. No. 238, 4<sup>e</sup> Trimestre 2018, pp. 24-34.

Robert Abensur explains a previously unknown short paid mail penalty on a letter sent from a member the French expeditionary forces in Veracruz, Mexico. “Affranchissement Insuffisant Pour la France au Départ des Agences Postales et des Lignes Maritimes Françaises en Amérique (1860-1865) Un Tarif Insolite” *Documents Philateliques*. No. 238, 4<sup>e</sup> Trimestre 2018, pp. 35-37.

Also see Polar, Great Britain.

#### **Great Britain**

“When Postal History Rhymes with History...or the importance of Reading our Mail” by Gregoire Teyssier. The author shows a lovely letter from London to France in August 1758 with no postal markings. He makes the case that the contents are important, as the writer quotes first hand accounts of the surrender of Fortress Louisbourg. This is an excellent reminder about content. *Postal History Society of Canada Journal*, Nov 2018.

Dr. George W. Vella, “Postal Stationery Great Britain Queen Victoria 1837-1901,” is a compendious study of stationery types from the Mulready through type rarities, and unusual items such as certificates of posting, registry wrappers, “budget letter cards,” postal telegraph cards. *Journal of the Malta Philatelic Society* Vol 47/3, December 2018.

#### **Italy**

“*Il Duce, Der Führer, and the Vatican City State*,” by James C. Hamilton, traces the connections between two dictators and the Vatican by presenting articles from Benito Mussolini’s newspaper, mail commemorating the dictator’s birthday, and covers marking Adolph Hitler’s visit to Rome in 1938. *Vatican Notes* Vol. 66, No. 378, Fourth Quarter 2018, pp. 40–47.

Also see the Vatican

#### **Japan**

Janet Klug, “Australian overprinted stamps issued for British Commonwealth Occupation Force in Japan,” presents an extraordinary piece of research, document-based and illustrated, that takes us step by step through the process whereby Australia made sure that its BCOF troops had their own stamps during their occupation of the Hiroshima prefecture after the war. *The Congress Book* 2018.

### **Malaya**

Lin Yangchen, “Malaya’s Timeless Design,” is an imaginative history of influences on the design of the so-called Coconut Stamp of Malaysia - zeroing in on the palms, the corner motifs of Kayu Pemelch, the oval portrait of King George VI, and even the typography, and the lion and sunset backgrounds of similar designs in Africa. *Collectors Club Philatelist*, November-December 2018, Vol 97 No 6.

### **Mexico**

See France.

### **Netherlands**

Kees Adema, “The Dove and the Queen; Perforation, Separation, Syncopation,” analyses an archive of mail sent from Holland to Boston to show the intriguing changes in stamps prepared for machine coils, 1924-1934. Each of the 24 covers illustrated is augmented by a detail showing the regular or syncopated perforations on a single stamp. *Collectors Club Philatelist*, November-December 2018, Vol 97 No 6.

### **Peru**

Charles Wooster, “Peru’s first postage due issues 1874-1909” is a very impressive rendering of his award-winning exhibit, with all of the background information and the most impressive documentation, as well as uses on cover. *The Congress Book* 2018.

### **Poland**

Dr. Julian Auleytner, “Postal communications in Haller’s Blue Army 1917-1919,” is a very well-researched history of the military forces organized by the Polish General Josef Haller (1873-1960) that used recruits from both Canada and the United States to fight in France. The postal illustrations cover mail connected with North American recruitment camps, overseas mail, and prisoner-of-war communications, and Haller’s return journey to Poland beginning in April 1919. Lists of field posts assigned to Haller’s Army, and of 41 regional recruitment centers as of December 28, 1917. The author used official archives in Poland, as well as information from private collections. *The Congress Book* 2018.

### **Portugal**

Luis Frazao describes the important role of the Tower of Belem in the disinfection of mail entering Lisbon, beginning in the early 16<sup>th</sup> century until the mid-19<sup>th</sup> century. He shows numerous maps, illustrations, markings and covers. “La Magnifique Tour de Belém el le contrôles des épidémies” *Documents Philateliques*. No. 238, 4<sup>e</sup> Trimestre 2018, pp. 2-13.

### **Turkey**

“A Journey to Istanbul: ‘The Queen of Cities,’” by James C. Hamilton, places the city, also known as Constantinople, in its historical context, surveys the coverage of papal and patriarchal visits in stamp issues, and presents postal history items that illustrate the narrative. *The Journal of the Vatican Philatelic Society*, Vol. 66, No. 377, Third Quarter 2018, pp. 10-21.

### **Ukraine**

Inger Kuzych, “‘Austrian’ postal products for Western Ukraine,” gives an overview of the stamps and postal stationery provided to the Western Ukrainian National

Republic after its establishment on October 19, 1918. Illustrations of the succession of overprinted stamps, with uses on cover, augmented by ephemera, and culminating with stamps printed specifically for the new country. *The Congress Book* 2018.

### **The Vatican**

“From the Holy See to the Holy Land: A Philatelic Retrospective,” by James C. Hamilton and Greg Pirozzi, summons images of numerous postal and philatelic covers to illustrate the history of the relations between the Vatican and the Holy Land for the century that reaches from World War I to the current decade. *Vatican Notes* Vol. 66, No. 375, First Quarter 2018, pp. 10–31.

“The Papal Audience: Highlight of a Vatican Visit,” by James C. Hamilton and Greg Pirozzi, employs postcards mailed from the Vatican to demonstrate the impact of visitors’ participation in popes’ general papal audiences and each Sunday’s Angelus. The messages on the postcards reveal the impressions of the events. *Vatican Notes* Vol. 66, No. 376, Second Quarter 2018, pp. 10–23.

“1978: The Year of Three Popes—Part I,” by Michael Lamothe, begins a three-part telling of the year in which three men occupied the Chair of St. Peter. This first portion, bearing the subtitled “Pope Paul VI—The Pilgrim Pope with a Broken Heart,” summarizes his pontificate using Vatican issues and covers that bore them in the mail. *Vatican Notes* Vol. 66, No. 376, Second Quarter 2018, pp. 38–45.

“1978: The Year of Three Popes—Part II,” by Michael Lamothe, continues a three-part recounting of the year in which three popes served the Catholic Church. This installment with the subtitle, “Pope John Paul I—An Interrupted Pontificate,” leans on first-day covers, maximum cards, and several regularly mailed covers to tell the Vatican’s postal history of this pope. *Vatican Notes* Vol. 66, No. 377, Third Quarter 2018, pp. 28–37.

“1978: The Year of Three Popes—Part III,” by Michael Lamothe, concludes a three-part survey of the year spanning three papacies. This conclusion with the subtitle, “John Paul II—The First & Last Years,” elides the decades comprising the majority of Pope John Paul’s service and focuses on the beginning and ending of his ministry. *Vatican Notes* Vol. 66, No. 378, Fourth Quarter 2018, pp. 10–18.

“The Development of Vatican City Airmail: Part I—The Initial Period 1929–1934,” by Antonio Maria Rabasca, begins a multipart history of the country’s airmail service. The author employs numerous images of ephemera—travel posters and advertisements in particular—to illustrate the air services used by the Vatican in cooperation with Italy’s airmail services. *Vatican Notes* Vol. 66, No. 378, Fourth Quarter 2018, pp. 20–39.

### **Journal Information**

*BEA - the Journal of the East Africa Study Circle*. Hon. Secretary Michael Vesey-FitzGerald, Gambles Cottage, 18 Clarence Road, Lyndhurst SO43 7AL, Great Britain.

*BNA Topics*. Journal of the British North America Philatelic Society. Andy Ellwood, Secretary. 10 Doris Ave., Gloucester, Ontario K1T 3W8, Canada.

*The Chronicle of the U.S. Classic Postal Issues*, Sec. Dwayne Littauer, P.O. Box 750368, New Orleans LA 70175.

*The Collectors Club Philatelist*, 22 East 35th St., New York NY 10016-3806. Wayne L. Youngblood, [wystamps@gmail.com](mailto:wystamps@gmail.com).

*The Congress Book*, Ken Trettin, PO Box 56, Rockford IA 50468-0056.  
*Cuban Philatelist*. Journal of the Cuban Philatelic Society of America. Juan Farah, Secretary. PO Box 141656, Coral Gables, FL 33114-1656.  
*Documents Philateliques*. Journal of the French Académie de Philatélie, Brigitte Abensur, 8, rue des Fossés, 54700 Pont-à-Mousson, France.  
*Journal of the Malta Philatelic Society*. John A. Cardona, Secretary-Treasurer. 56 Triq Santa Marija, Tarxien, TXN 1703, Malta.  
*The London Philatelist*. Dr. Seija-Riitta-Laakso, [LPeditor@rpsl.org.uk](mailto:LPeditor@rpsl.org.uk)  
*PHSC Journal*. Journal of the Postal History Society of Canada. Secretary-Treasurer, 10 Summerhill Ave, Toronto, Ontario M4T 1A8, Canada.  
*Vatican Notes*: The Journal of the Vatican Philatelic Society. Dennis Brady, Secretary-Treasurer, 4897 Ledyard Dr., Manlius NY 13104-1514.

## Society Forum

This space is set aside for commentary, announcements, questions and other information by, for and about members of the Postal History Society. The editors welcome correspondence: Box 477, West Sand Lake NY 12196, [<agatherin@yahoo.com>](mailto:agatherin@yahoo.com)

### President's Message: Yamil Kouri

Our journal received another gold medal at the recent Chicagopex 2018 philatelic literature competition. The credit must go to our distinguished editors and to the many authors who contribute high quality articles expanding the boundaries of postal history and examining the impact of postal communications on society and human civilizations.

This year's annual Spellman Museum Postal History Symposium will take place on the campus of Regis College (College Hall 202) in Weston, Massachusetts, where the museum is located, on Thursday, May 2, 2019, the day before the opening of the WSP Philatelic Show in nearby Boxboro. The symposium will deal with the fascinating and complex subject of the wars in Mexico during the 19<sup>th</sup> century, and their postal consequences. The presenters include Jaime Benavides, "Mexican Independence War: Postal History Perspective;" Dr. Mark Banchik, "The Mexican War: Culmination of *Manifest Destiny*;" Yamil H. Kouri, Jr., "European Military Intervention: 1861-1867;" and Marc Gonzales, "The Provisional Period of Mexico, 1867-1868." Admission to the symposium is free. For more information contact [info@spellman.org](mailto:info@spellman.org), or go to [www.spellmanmuseum.org](http://www.spellmanmuseum.org).

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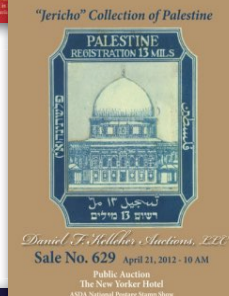
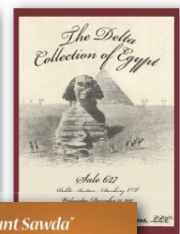
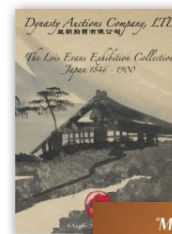
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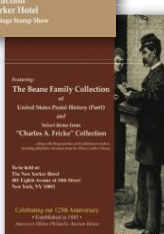
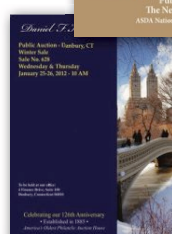
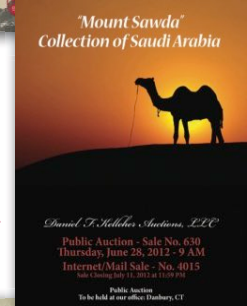
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